



ST. JOHN

THE BAPTIST PARISH

1811 W. Airline Highway
LaPlace, LA 70068
(985) 652-9569



ST JOHN THE BAPTIST PARISH
ELIANA DEFRANCESCH Clerk of Court
I certify that this is a true copy of the
original filing that was recorded on:
06/22/2021 10:16AM
381267- MO

Deputy Clerk

[Signature] #82951

PROFESSIONAL SERVICES AGREEMENT

BETWEEN

ST JOHN THE BAPTIST PARISH

AND

CROWDERGULF, LLC

FOR

EMERGENCY, RESPONSE MANAGEMENT, AND RECOVERY SERVICES

WHEREAS, the St. John the Baptist Parish Council approved a resolution to grant Administration authorization to award the Agreement to **CrowderGulf, LLC** for Emergency, Response Management, and Recovery Services at the May 25, 2021 meeting.

NOW THEREFORE, in consideration of the desires and responsibilities of the parties, herein, St. John the Baptist Parish Council hereby desires to enter into the Agreement for Emergency, Response Management, and Recovery Services.

This Agreement is made and entered into on this 25th day of May, 2021 between **St. John the Baptist Parish Council**, (hereinafter referred to as "**PARISH**"), represented by Jaclyn Hotard, Parish President, and **CrowderGulf, LLC, 5629 Commerce Blvd. East, Mobile, AL 36619, (800) 992-6207** represented by Ashley Ramsay-Naile (hereinafter referred to as "**CONTRACTOR**") do hereby enter into this "Agreement" under the following terms and conditions.

SCOPE OF SERVICES

The services to be performed by **CONTRACTOR** for **PARISH** under this Agreement ("Services") are set out in **Exhibit A (Statement of Work)**, incorporated herein by reference.

TERM OF AGREEMENT

This Agreement shall begin on June 1, 2021 and terminate four (4) years thereafter on June 1, 2025.

AMENDMENT

This Agreement may be amended by written consent, executed by both Parties and subject to approval by St. John the Baptist Parish Council.

EXTENSION

The term of this Agreement may be extended for two (2) additional two (2) year terms, by written Agreement, executed by both Parties and subject to approval of the St. John the Baptist Parish Council.

PAYMENT TERMS

In consideration of the services described above, **PARISH** hereby agrees to provide compensation to the **CONTRACTOR** in accordance with its fee schedule listed in **Exhibit B: Pricing Schedule**.

All monthly invoices shall include a separate sheet itemizing all employee classifications and hourly rates and any other documents needed to support the monthly invoice. Payments must be approved by the **Director of Public Safety**, hereinafter called the **DIRECTOR**, and all deliverables, etc. shall be submitted to him and all approval and administration of this Agreement shall be through him.

INSURANCE

CONTRACTOR shall meet or exceed the **PARISH's** Insurance Requirements as listed in **Exhibit C: Insurance Requirements**.

MONITORING PLAN

This Agreement shall be administered and monitored by the **DIRECTOR** as plans are developed. The monitoring plan will include a review of the services delineated in **Exhibit A (Statement of Work)** to ensure completion, a review of invoices for accuracy prior to reimbursement of services, etc. The **CONTRACTOR** shall submit a monthly summary of activities in accordance with the attached statement of work.

TAXES

CONTRACTOR hereby agrees that the responsibility for payment of taxes from the funds thus received under this Agreement and/or legislative appropriation shall be **CONTRACTOR's** obligation. **CONTRACTOR** is required to provide a completed W-9 form prior to commencement of work.

TERMINATION FOR CAUSE

The **Parish** may terminate this Agreement for cause based upon the failure of the **CONTRACTOR** to comply with the terms and/or conditions of this Agreement, provided that **Parish** shall give the **CONTRACTOR** written notice specifying the **CONTRACTOR's** failure to perform and provide thirty (30) calendar days' notice, from mailing of the notice, to cure and/or remedy the stated non-compliance. This agreement shall terminate thirty (30) calendar days from the date the notice was mailed.

The **CONTRACTOR** may terminate this Agreement for cause based upon the failure of the **Parish** to comply with the terms and/or conditions of this Agreement, provided that the **CONTRACTOR** shall give the **Parish** written notice specifying the **Parish's** failure to perform and provide thirty (30) calendar days' notice, from mailing of the notice, to cure and/or remedy the stated non-compliance. This Agreement shall terminate thirty (30) calendar days from the date the notice was mailed.

Notwithstanding the above, the **CONTRACTOR** will not be relieved of liability to **Parish** for damages sustained by **Parish** by virtue of any breach of this Agreement by the **CONTRACTOR**, and **Parish** may withhold any payments to the **CONTRACTOR** for the purpose of setoff until such time as the exact amount of damages due **Parish** from the **CONTRACTOR** is determined.

TERMINATION FOR CONVENIENCE

Parish may terminate this Agreement at any time by giving thirty (30) days written notice to the **CONTRACTOR** of its intent to terminate this Agreement. The **CONTRACTOR** shall be entitled to payment for deliverables in progress; to the extent work has been performed satisfactorily.

OWNERSHIP

All records, reports, documents, and other material delivered or transmitted to **CONTRACTOR** by **PARISH** shall remain the property of **PARISH**, and shall be returned by **CONTRACTOR** to **PARISH**, at **CONTRACTOR**'s expense, at termination or expiration of this Agreement. Copies of all records, reports, documents, or other material related to this Agreement and/or obtained or prepared by **CONTRACTOR** in connection with the performance of the services in which Agreement fees have been paid for herein shall become the property of **PARISH**, and shall, upon request, be returned by **CONTRACTOR** to **PARISH**, at **CONTRACTOR**'s expense, at termination or expiration of this Agreement.

NON-ASSIGNABILITY

CONTRACTOR shall not assign any interest in this Agreement by assignment, transfer, or novation, without prior written consent of **PARISH**. This provision shall not be construed to prohibit the **CONTRACTOR** from assigning its bank, trust company, or other financial institution any money due or to become due from approved Agreements without such prior written consent. Notice of any such assignment or transfer shall be furnished promptly to **PARISH**.

AUDITORS

It is hereby agreed that **PARISH** shall have the option of auditing all accounts of **CONTRACTOR** which relate to this Agreement.

INDEMNITY

To the fullest extent permitted by law, **CONTRACTOR** shall indemnify and hold harmless the **PARISH** and all of its Agents and Employees, from and against all damages, losses and expenses, including but not limited to attorney's fees (when considered damages recoverable by law), arising out of a resulting from performance of the work, provided that such claim, damage, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the work itself) including loss of use resulting therefrom, but only to the extent caused in whole or in part by negligent acts or omissions of **CONTRACTOR**.

GENERAL CONDITIONS

The professional and technical adequacy and accuracy of documents, and other work products furnished under this Agreement will be conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the profession. It is understood and agreed by the Parties hereto that the **CONTRACTOR** is entering into this agreement in the capacity of an independent **CONTRACTOR**. While in the performance of services or carrying out other obligations under this Agreement, the **CONTRACTOR** shall be acting in the capacity of independent **CONTRACTORS** and not as employees of St. John the Baptist Parish. The **PARISH** shall not be obliged to any person, **CONTRACTOR** or corporation for any obligations of the **CONTRACTOR** arising from the performance of their services under this Agreement.

This Agreement shall be binding upon the successors and assigns for the Parties hereto. This Agreement being for the personal services of the **CONTRACTOR**, shall not be assigned or subcontracted in whole or in part by the **CONTRACTOR** as to the services to be performed hereunder without the written consent of the **PARISH**.

SEVERABILITY CLAUSE

If any one or more of the provisions contained in this Agreement shall, for any reasons, be held to be invalid, illegal or unenforceable, in whole or in part, such invalidity, illegality, or unenforceability shall not affect any other provisions of this Agreement, and in such an event, this Agreement shall be construed as if such invalid, illegal, or unenforceable provisions had never been contained herein.

VENUE

This Agreement shall be governed by the laws of the State of Louisiana. Proper venue for any lawsuit arising under the terms of this Agreement shall be the Fortieth Judicial District Court, St. John the Baptist Parish and any appropriate Appellate therefrom. **CONTRACTOR** hereby agrees and consents to personal and/or *in rem* jurisdiction of the trial and appropriate Appellate courts.

NOTICES

All notices or demands required to be given, pursuant to the terms of this Agreement, shall be in writing and sent to the other party via United States certified mail, postage prepaid and signature required. Seven (7) calendar days written notice of change of address shall be sent to the other party by the manner stated above.

If to Parish:	If to CONTRACTOR:
ATTN: Jaclyn Hotard St. John the Baptist Parish 1811 W. Airline Hwy. LaPlace, Louisiana 70068	CrowderGulf, LLC Attn: Ashley Ramsay-Naile 5629 Commerce Blvd. East Mobile, AL 36619

EXCLUSIONS

Pursuant to Louisiana Revised Statute 38:2227, **CONTRACTOR** must certify that he has not been convicted of or has not entered into a plea of guilty or nolo contendere to public bribery, corrupt influencing, extortion, money laundering or their equivalent federal crimes. **CONTRACTOR** must further certify that he has not been convicted of or has not entered into a plea of guilty or nolo contendere to theft, identity theft, theft of a business record, false accounting, issuing worthless checks, bank fraud, forgery, **CONTRACTOR** misapplication of payments, malfeasance in office, or their equivalent federal crimes within the (5) five years prior to submitting the proposal.

NON-SOLICITATION AND UNEMPLOYMENT AFFIDAVIT

Pursuant to Louisiana Revised Statute 38:2224 and Louisiana Revised Statute 23:1726(B), **CONTRACTOR** must certify that neither he, nor anyone acting on behalf of **CONTRACTOR**, either directly or indirectly, CrowderGulf, LLC

RFP 2021.06

Emergency, Response Management, and Recovery Services

employed, paid nor promised any gift, consideration or commission to any person or legal entity to procure or assist in procuring this Agreement, other than persons regularly employed by **CONTRACTOR**. **CONTRACTOR** further affirms that no part of the Agreement price was paid or will be paid to any person, firm, association, or other organization for soliciting this Agreement, other than payment to person regularly employed by **CONTRACTOR** in the regular course of their employment duties for **CONTRACTOR**. **CONTRACTOR** further agrees that it will continue to properly classify each employee for unemployment compliance purposes.

E-VERIFY PROGRAM

Pursuant to Louisiana Revised Statute 38:2212.10, **CONTRACTOR** must certify that it and each individual, firm or corporation associated with it and engaged in the physical performance of services in the State of Louisiana, under an Agreement with Saint John the Baptist Parish has registered with, is participating in, and shall continue to participate in a federal work authorization program designated as such under the Illegal Immigration Reform and Immigrant Responsibility Act of 1996, as amended, which is operated by the United States Department of Homeland Security, known as the "E-Verify" program. **CONTRACTOR** must verify the legal status of all existing and new employees in the State of Louisiana by attesting herein that each is a citizen of the United States or legal aliens as defined by now effective immigration laws of the United States of America

DISCRIMINATION CLAUSE

The **CONTRACTOR** agrees to abide by the requirements of the following as applicable: Title VI of the Civil Rights Act of 1964 and Title VII of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972, Federal Executive Order 11246 as amended, the Rehabilitation Act of 1973, as amended, the Vietnam Era Veteran's Readjustment Assistance Act of 1974, Title IX of the Education Amendments of 1972, the Age Discrimination Act of 1975, the Fair Housing Act of 1968 as amended, and **CONTRACTOR** agrees to abide by the requirements of the Americans with Disabilities Act of 1990.

Equal Employment Opportunity

During the performance of this Agreement, the **CONTRACTOR** agrees to abide by 41 C.F.R. Part 60-1.4(b).

Contract Work Hours and Safety Standards Act

The regulation at 29 C.F.R. § 5.5(b) provides contract clause language concerning compliance with the Contract Work Hours and Safety Standards Act. Compliance with the Contract Work Hours and Safety Standards Act.

(1) Overtime requirements. No **CONTRACTOR** or subcontractor contracting for any part of the Agreement work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (b)(1) of this section the **CONTRACTOR** and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such **CONTRACTOR** and subcontractor shall be liable to the United States (in the case of work done under Agreement for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (b)(1) of this section, in the sum of \$27 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (b)(1) of this section.

(3) Withholding for unpaid wages and liquidated damages. The **PARISH** shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the **CONTRACTOR** or subcontractor under any such Agreement or any other Federal Agreement with the same prime **CONTRACTOR**, or any other federally-assisted Agreement subject to the Agreement Work Hours and Safety Standards Act, which is held by the same prime **CONTRACTOR**, such sums as may be determined to be necessary to satisfy any liabilities of such **CONTRACTOR** or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (b)(2) of this section.

(4) Subcontracts. The **CONTRACTOR** or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (b)(1) through (4) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime **CONTRACTOR** shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (b)(1) through (4) of this section.

Clean Air Act

1. The **CONTRACTOR** agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.
2. The **CONTRACTOR** agrees to report each violation to the **PARISH** and understands and agrees that the **PARISH** will, in turn, report each violation as required to assure notification to the Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
3. The **CONTRACTOR** agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FEMA.

Federal Water Pollution Control Act

1. The **CONTRACTOR** agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.
2. The **CONTRACTOR** agrees to report each violation to the **PARISH** and understands and agrees that the **PARISH** will, in turn, report each violation as required to assure notification to the Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
3. The **CONTRACTOR** agrees to include these requirements in each subcontract exceeding

\$150,000 financed in whole or in part with Federal assistance provided by FEMA.

Suspension and Debarment

1. This Agreement is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such, the **CONTRACTOR** is required to verify that none of the **CONTRACTOR**'s principals (defined at 2 C.F.R. § 180.995) or its affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).
2. The **CONTRACTOR** must comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.
3. This certification is a material representation of fact relied upon by the **PARISH**. If it is later determined that the **CONTRACTOR** did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to the **PARISH**, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.
4. The **CONTRACTOR** agrees to comply with the requirements of 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C while this offer is valid and throughout the period of any Agreement that may arise from this offer. The **CONTRACTOR** further agrees to include a provision requiring such compliance in its lower tier covered transactions. a. Standard. Each tier certifies to the tier above that it will not and has not used Federal appropriated.

Procurement of Recovered Materials

In the performance of this Agreement, the **CONTRACTOR** shall make maximum use of products containing recovered materials that are EPA-designated items unless the product cannot be acquired.

1. Competitively within a timeframe providing for compliance with the Agreement performance schedule; or
 2. Meeting Agreement performance requirements; or
 3. At a reasonable price.
- ii. Information about this requirement, along with the list of EPA- designated items, is available at EPA's Comprehensive Procurement Guidelines web site, <https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program>
- iii. The **CONTRACTOR** also agrees to comply with all other applicable requirements of Section 6002 of the Solid Waste Disposal Act.

Access to Records

1. The **CONTRACTOR** agrees to provide the TPCG, the FEMA Administrator, the Comptroller General of the United States, or any of their authorized representatives access to any books, documents, papers, and records of the **CONTRACTOR** which are directly pertinent to this Agreement for the purposes of making audits, examinations, excerpts, and transcriptions.
2. The **CONTRACTOR** agrees to permit any of the foregoing Parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.
3. The **CONTRACTOR** agrees to provide the FEMA Administrator or his authorized representatives access to construction or other work sites pertaining to the work being completed under the Agreement.
4. In compliance with the Disaster Recovery Act of 2018, the TPCG and the **CONTRACTOR**

acknowledge and agree that no language in this Agreement is intended to prohibit audits or internal reviews by the FEMA Administrator or the Comptroller General of the United States.

DHS Seal, Logo and Flags

The **CONTRACTOR** shall not use the DHS seal(s), logos, crests, or reproductions of flags or likenesses of DHS agency officials without specific FEMA pre-approval.

Changes

No additional changes, enhancements, or modifications to any Agreement resulting from the RFP shall be made without the prior approval of TPCG. Any modifications to the provisions of this Agreement shall be in writing, signed by all Parties and approved the required authorities.

Changes to the Agreement include any change in compensation; beginning/ ending date of the Agreement; scope of work; and/or **CONTRACTOR** change through the Assignment of Agreement process. Any such changes, once approved, will result in the issuance of an Amendment to the Agreement.

Compliance with Federal Law, Regulations, and Executive Orders

This is an acknowledgement that FEMA financial assistance will be used to fund all or a portion of the Agreement. The **CONTRACTOR** will comply with all applicable Federal law, regulations, executive orders, FEMA policies, procedures, and directives.

No Obligation by Federal Government

The Federal Government is not a party to this Agreement and is not subject to any obligations or liabilities to the non-Federal entity, **CONTRACTOR**, or any other party pertaining to any matter resulting from the Agreement.


Program Fraud and False or Fraudulent Statements or Related Acts

The **CONTRACTOR** acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to the **CONTRACTOR's** actions pertaining to this Agreement.

SIGNATURES ON FOLLOWING PAGE

THUS DONE AND SIGNED AT LaPlace, Louisiana on the day, month and year first written on page one of this document.


WITNESS:


SIGNATURE

Deshanda Firmin

PRINT NAME

WITNESS:



SIGNATURE

Mary Challeil Turner

PRINT NAME

PARISH:

ST. JOHN THE BAPTIST PARISH


By: Jaclyn Hotard
Parish President

CONTRACTOR:

CrowderGulf, LLC

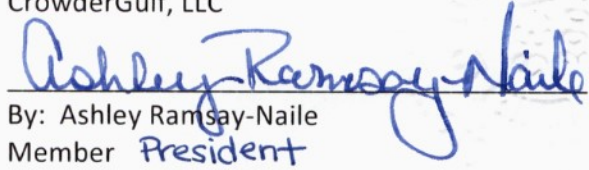

By: Ashley Ramsay-Naile
Member President

Exhibit A
Statement of Work

A. Clearing and/or removing debris from the public right-of-way, streets and roads to a debris management site (DMS)

This action requires the loading of various types of debris and transporting the load to a predetermined debris management site (DMS). Debris is typically defined as scattered items and materials broken, destroyed, or misplaced by a natural disaster. Example: trees, construction and demolition material and personal property. Right-of-way is typically defined as the portion of land over which a facility, such as highways, railroads, or power lines are built. This includes land on both sides of the highway up to the private property line.

A-1 – Vegetative Debris - A cubic yardage rate associated with collection and transportation of vegetative debris from the public right-of-way to a predetermined disposal area. Vegetative debris consists of whole trees, tree stumps, tree branches, tree trunks, and other leafy material. Vegetative debris in this instance has already been separated or requires no separation and has been placed on the right of way for collection.

A-2 – C&D Debris - A cubic yardage rate associated with the collection and transportation of construction and demolition debris from the public right-of-way to a predetermined disposal area or landfill. Construction and demolition debris generated by a disaster includes damaged components of buildings and structures, such as lumber and wood, gypsum wallboard, glass, metal, roofing material, tile, carpeting and flooring, window coverings, plastic pipe, fully cured asphalt, heating and ventilating, air conditioning systems and their components, light fixtures, small appliances, equipment, furnishings and fixtures. C & D debris in this instance has already been separated or requires no further separation and has been placed on the right of way for collection. In some cases, this debris may be directed to a final disposal facility.

B. Management and operation of debris management sites in order to accept, process and reduce disaster-related debris

A DMS is a location for the **CONTRACTOR** to temporarily store, reduce, segregate, and/or process debris before it is hauled to its final disposition. They shall be used to reduce debris and increase the operation's flexibility.

By employing a DMS, the debris can be collected from the right-of-way and public properties in order to expedite permanent recovery operations. Locations for temporary debris storage and processing facilities should be identified during the planning process, and a listing included in the Debris Management Plan. The **CONTRACTOR** will be responsible for securing adequate DMS site(s). These site(s) should allow for the following:

- Flexibility of operations. The DMS may also include a collection center for the public's use.

- Facilitation of recycling and reduction of debris. Specific reduction, recycling or segregation needs should be designed into the site.
- Expediting debris collection. Having a site for temporary storage and reduction allows time for local landfill site preparation before final disposal. The DMS may also be established at a location central to the disaster event, thereby reducing travel time from the disaster area to the disposal site.

Identifying Debris Management Sites

Site selection should be based on the following criteria:

- Ownership,
- Size,
- Location, and
- Environmental and historic concerns (baseline study findings).

Ownership

The **CONTRACTOR** should consider public lands first in order to avoid costly land leases. Applicant-owned sites that will not require extensive repair costs, such as parks, vacant lots, or sports fields, should be considered as well.

When this is not possible, the **CONTRACTOR** should develop criteria for identifying potential private property locations for the DMS. The **CONTRACTOR** shall indemnify and hold the jurisdiction harmless against any damage or environmental claims. The **CONTRACTOR** agrees to purchase environmental pollution insurance as defined in the insurance section of this document.

Land Lease Agreements

The duration of the land lease agreement should be inclusive of all the time the **CONTRACTOR** will be present at the site, beginning with the baseline environmental study and ending once the property owner takes back legal ownership.

The Agreement should include a requirement to conduct a baseline environmental assessment (phase 1) of the site before the site is occupied and an environmental assessment before returning the property back to the owner. Both documents may become an annex to the land lease agreement.

The land lease agreement should be for a specific time frame with the ability to extend the lease if debris removal and processing activities are not completed.

Size

The required size of the site will depend on the expected volume of debris to be collected and the planned volume reduction methods. The DMS can vary in size from 10 to 200 acres. A large portion of the site will be used for roads, buffers, burn pits, HHW disposal areas, etc. As a general rule, larger sites mean fewer sites are needed; hence, site closeout is easier.

Location

The DMS should be in an area that does not impede the flow of traffic along major transportation corridors, disrupt local business operations or cause dangerous conditions in residential neighborhoods or schools. Whenever possible, the location of a DMS near residential areas, schools, churches, hospitals and other such sensitive areas should be avoided.

The DMS will need good ingress/egress to accommodate heavy truck traffic. The DMS selection criteria should consider access to major routes to allow for trucks to transport material to final disposition locations.

The **CONTRACTOR** will need to consider public acceptability when selecting a potential DMS. It will largely be dependent upon the activities planned for the site. Smoke from burning, around-the-clock light and noise from equipment operation, dust and traffic are generally tolerated early in a disaster recovery operation but may have to be curtailed later. The **CONTRACTOR** is strongly encouraged to notify citizens early about planned site activities and possible ramifications.

Environmental Factors

When selecting public or private sites, pre-existing conditions should be considered because the sites will have to be restored upon site closeout. Proper management of the site will allow the site to be closed with manageable efforts. For site closure reasons, the **CONTRACTOR** will want to keep from aggravating an existing environmental issue during the debris management operations.

Therefore, a DMS should not be established in an environmentally sensitive area such as wetlands, historical sites, critical animal and plant habitats, archeological sites, or fresh water well fields. This applies specifically to any Superfund site or an area within a 100-year flood plain. The **CONTRACTOR** should eliminate all sites that may have any of the listed environmental concerns. If an environmental concern is found during the baseline data collection process (described below), the potential site should be eliminated from consideration.

By conducting a baseline data collection study, the **CONTRACTOR** is able to further establish the feasibility of potential sites, document the existing site and vet potential environmental issues. Data collection will need to be completed prior to establishing the site and continued throughout the operations. The final assessment should include the same documentation in order to avoid disagreements of the condition of the site prior to the operations and the condition in which the property is returned.

Baseline Data Collection

The following actions are suggested to document the baseline data on all selected sites:

Videotape and/or Photograph the Site. Thoroughly videotape and/or photograph (ground or aerial) each site before beginning any activities. Periodically update video and photographic documentation to track site evolution.

Document Physical Features. Note existing structures, fences, culverts, irrigation systems and landscaping that can help evaluate possible damage claims made later.

Historical or Archeological Investigation. Research past use of the property(ies) and ownership

to note any issues regarding historical or archeological significance. The **CONTRACTOR** may contact the state historical preservation agency for assistance and notification of intent prior to assuming ownership through a lease agreement.

Sample Soil and Water. Advanced planning with community and state environmental agencies can establish requirements, chain of custody, acceptable collection methods, certified laboratories and testing parameters. If in-house assets are not available, the **CONTRACTOR** may consider establishing a contract with an environmental consulting firm that can respond rapidly. Soil and groundwater samples should be collected prior to volume reduction activities. Planned HHW, ash and fuel storage areas should be sampled prior to site setup.

Environmental Monitoring Program

As the operations proceed, additional data should be collected throughout the operations for closeout and quality assurance reasons. The data can be compared to the previously established information in order to determine any remediation that may be necessary.

1. Sketch Site Operation Layout. DMS operations may grow, shrink, or shift on the site. It will be important to track reduction, hazardous waste collection, fuel, and equipment storage in order to sample soil and water for contaminants. Periodically map or sketch activity locations so that areas of concern can be pinpointed later for additional sampling and testing.

2. Document Quality Assurance Issues. Document **CONTRACTOR** operations that will have a bearing on site closeout, such as petroleum spills at fueling sites; hydraulic fluid spills at equipment breakdowns; **CONTRACTOR** installation of water wells for stock pile cooling or dust control; discovery of HHW; and commercial, agricultural or industrial hazardous and toxic waste storage and disposal.

3. Plan Environmental Remediation. Final restoration of the landscape must be acceptable to the landowner, but within reasonable expectations. Therefore, plan the landscape restoration as early as possible, preferably incorporating a basic plan in the lease.

Permits

Environmental permits and land-use variances may be required to establish a temporary DMS. Several agencies may be involved in issuing permits and granting land use approvals. The planning process should identify the potential permits that will be required to establish a facility. A listing of the permits should be part of the Debris Management Plan and may include:

- Waste processing and recycling operations permits
- Temporary land-use permits
- Land use variances
- Traffic circulation plans
- Air quality permits
- Water quality permits
- Coastal commission land-use permits
- Household hazardous waste permits
- Fire department permits
- National Environmental Policy Act (NEPA) compliance

Site Preparation

The topography and soil/substrate conditions should be evaluated to determine best site layout. When planning site preparation, the designer should consider ways to make site closure and restoration easier. For example, if the local soils are very thin, the topsoil can be scraped to bedrock and stockpiled in perimeter berms. Upon site closeout, the uncontaminated soil can be re-spread to preserve the integrity of the tillable soils. Operations that modify the landscape, such as substrate compaction and over-excavation of soils when loading debris for final disposal, will adversely affect landscape restoration.

Site Layout

There should be no significant accumulation of debris at temporary storage sites. Debris should be constantly flowing to incinerators and grinders or recycled with the residue and mixed construction and demolition materials going to a landfill. Additional debris management sites may be required if the actual debris quantities flowing into the site are greater than the site storage and processing capacity. The efficiency and the overall success of the DMS operations will be partially determined by how the site will be designed.

Operational Boundaries

Operational boundaries are the boundaries or areas that clearly define the difference in use areas at the DMS. In establishing the operation boundaries, the DMS design staff may consider using earthen berms, temporary barriers, or any other physical restriction. This will aid traffic circulation and help keep debris amassing at the DMS to a minimum.

Common operational activities are:

- Reduction
- Recycling
- Tipping areas (unloading)
- Loading areas for processed debris to go to its final disposition
- Drop-off centers for the general public (this may include vegetative, recycling, or construction and demolition debris)
- Household hazardous waste storage
- Monitoring tower locations
- Equipment, fuel, and water storage

The separation between all of the areas listed above will need to be clearly delineated and defined. As operations proceed, the lines may be moved to accommodate either growing demand for space or reducing in preparation for closure.

The reduction, recycling, tipping, and loading areas will need ample room for large equipment operations. The design should take into consideration the possibility of multiple pieces of equipment being in the same activity area at one time. Depending on the scale of operations, each debris stream may have its own tipping area and should be designed accordingly.

General public drop-off areas for recycling, reduction, and C&D debris may be included within a DMS. These public use areas should be carefully designed for passenger vehicle traffic and public safety.

Household hazardous waste storage should be close to the public drop-off center yet restricted so that qualified personnel may process the waste appropriately. The **CONTRACTOR** may consider constructing an impermeable lining and earthen berms in order to contain spills and prevent surface water runoff from leaving the area.

Monitoring towers should be located at ingress and egress points. Monitoring towers should be constructed of durable structural materials and should follow USACE construction criteria designed to withstand active and static loads.

Equipment and fuel should have a designated storage area and signs posted appropriately. The fuel storage areas will need to be designed to contain spills. Water should be readily available at all times. Water storage areas should be strategically positioned throughout the site and identified appropriately.

Recycling

Hurricanes and earthquakes may present opportunities to contract large-scale recycling operations and mitigate disposal cost and, in some instances, create an economic return for the jurisdiction. The **CONTRACTOR** shall attempt to exercise their initiative to segregate and recycle debris as it arrives at the DMS or landfill.

The decision to recycle disaster debris should be made before collection begins. The jurisdiction may find that marketing and selling the reduced debris is more financially attractive than hauling the unreduced debris to a local landfill.

Processing disaster debris through grinding, shredding or any other means without an understanding of the end-uses and market specifications may result in the products becoming unusable for its intended purpose and the debris will need to be disposed of. For that reason, it is incumbent upon the **CONTRACTOR** to thoroughly research the market opportunities and establish criteria to assist emergency personnel in making decisions to recycle certain types of debris.

Common Recyclable Materials

*** Metals**

Hurricanes and tornadoes can cause extensive damage to mobile homes, sun porches and green houses. Most of the nonferrous and ferrous metals are suitable for recycling. Metal maulers and shredders can be used to shred trailer frames, trailer parts, appliances and other metal items. Ferrous and non-ferrous metals are separated using an electromagnet and then sold to metal recycling firms.

*** Soil**

Landslide debris removal operations may include transporting large amounts of soil from the slide area to the DMS. At the DMS, it is combined with other organic materials that will decompose over time. This procedure can produce significant amounts of soil that can be sold, recycled back into the agricultural community, or stored on-site to be used as cover. If the soil is not suitable for any agricultural or residential use, it may be deemed suitable for use as cover material at a landfill.

*** Concrete, Asphalt and Masonry Debris**

Concrete, asphalt and masonry products can be crushed and used as base material for certain road construction products or as a trench backfill. Debris targeted for base materials will need to meet certain size specifications as determined by the end user.

Traffic Patterns

The traffic circulation will need to be well-defined throughout the entire site. Although traffic signs and barricades aid in directing traffic, the planning staff may consider flag personnel to help direct traffic. Optimally, the designed traffic pattern should allow trucks to enter and exit through different access points, as long as each is monitored. Haulers are typically paid by the volume of a load. The load is evaluated when entering the site as a percentage of the full capacity of the truck. Stationing monitors at ingress and egress points will ensure every truck releases the entire load prior to leaving the site. This avoids debris left in a truck from a previous load from being counted again in a subsequent load.

The empty trucks that are entering the site to remove the processed (reduced) debris should enter and exit through an access point other than that of all other traffic. This will reduce the site management and debris monitor confusion regarding debris being deposited or leaving the site.

Site Manager

The **CONTRACTOR** is responsible for supervising the overall day-to-day operations, maintaining daily logs, preparing site progress reports and enforcing safety and permitting requirements during site operations. The **CONTRACTOR** is also responsible for scheduling the environmental monitoring and updating the site layout plan.

Debris Monitors

Monitors should be placed at ingress and egress points in order to quantify debris loads, issue debris load tickets, inspect and validate truck capacities, check loads for hazardous wastes and perform quality control checks.

Safety Personnel

Safety personnel are responsible for traffic control and ensuring that site operations are in compliance with the state and federal occupational safety regulations.

Site Closure

When the site operations are complete, the property must be restored to its original condition before returning the site to the property owner. Restoration of a site involves removing all traces of the operations and possible remediation of any contamination that may have taken place during the operations. The site must be brought back to its environmental state, in which it was leased, prior to it being returned to the owner.

Debris, processing equipment, storage tanks, protection berms, and other structures built on the site should be removed from the site upon completion of all debris removal and processing operations.

The final environmental site assessment is an extension of the environmental monitoring program. Testing similar to that completed in the baseline study will be conducted, and an initial study made to confirm the site has been returned to its pre-activity state. Test samples should be taken at the same locations as those of the initial assessment and monitoring program. However, if warranted, additional test samples may need to be taken at other locations on or off the site.

Based on the results of the testing, additional remediation may be required before the owner will take final acceptance of the site. The lease agreement should have provisions to release the **CONTRACTOR** from future damages if the site is returned in its original condition.

B-1 – A cubic yardage rate associated with managing, accepting, processing and reducing vegetative debris through grinding

Chipping and grinding operations of vegetative debris should target volume reduction 75 percent. Since 25 percent of the volume remains from chipping and grinding, the **CONTRACTOR** should attempt to gain benefit of this reduction method by identifying alternate uses of the residual material. The ability to use recycled wood chips as mulch for agricultural purposes, as fuel for industrial heating, or in a cogeneration plant helps to offset the cost of the chipping and grinding operation.

If the grinding operation is strictly for volume reduction, size of the mulch is not important; however, mulch to be used for agricultural purposes must be of a certain size and virtually free of paper, plastic and dirt. Because of shallow topsoil conditions in some locations, mulch is a desirable product. The **CONTRACTOR** should work closely with local environmental and agricultural groups to determine if there is a market for mulch.

Plastics should be eliminated completely. To help eliminate contaminants, root rake loaders should be used to feed or crowd materials to the chipper or grinder. Hand laborers should remove contaminants prior to feeding the grinders.

Bucket-loaders tend to scoop up earth, causing excessive wear to the grinder or chipper. Shaker screens should be used when processing stumps with root-balls or when large amounts of soil are present in the woody debris. The separated soil should be reused.

Grinding Equipment

Grinders are ideal for use at debris storage and reduction sites because of their high-volume reduction capacity. Chips or mulch should be stored in piles no higher than 15 feet and located so as not to hinder hauling operations. The **CONTRACTOR** should locate the grinder after evaluating noise and public safety considerations. The reduced debris production output should be sufficient as to not hinder haul-in and haul-out progress.

B-2 – A cubic yardage price associated with managing, accepting, processing, and reducing vegetative debris through burning

Incineration

The **CONTRACTOR** should target a 95 percent reduction rate through incineration. Local agricultural extension personnel should be consulted to determine if the resulting ash can be recycled as a soil additive. This option shall not be used if mixed debris enters the waste stream.

The preferred method of burning shall be air curtain incineration; however controlled open air incineration may be acceptable under certain conditions and with the authority of the jurisdiction.

Controlled Open-Air Incineration carefully reduces vegetative debris by burning debris within a contained fixed area. The reduction of clean woody debris presents little environmental damage and is cost-effective.

Air Curtain Pit Incineration offers an effective means to expedite the volume reduction process while substantially reducing the environmental concerns caused by open-air incineration. The air curtain incineration method uses a pit constructed by digging below grade or building above grade (if a high-water table exists) and using a blower unit. The blower unit and pit should comprise an engineered system that must be precisely configured to function properly.

The burning chamber should be no more than eight-feet-wide and nine- to 14-feet-deep. The length of the pit should vary depending on site size, environmental permitting, and labor/equipment limitations. The **CONTRACTOR** shall demonstrate knowledge and experience with air curtain pit incinerator design and operating procedures.

Portable Air Curtain Incinerators use the same methods as air curtain pit incinerator systems, except that the portable incinerators use a pre-manufactured pit rather than an onsite constructed earth/limestone pit. Portable air curtain incinerators are the most efficient incineration systems available because the pre-manufactured pit is engineered to precise dimensions to complement the blower system. The pre-manufactured pit requires little, or no maintenance as compared to earth or limestone constructed pits, which are susceptible to erosion. Portable air curtain units are ideal for areas with high water tables and sandy soils and areas where smoke capacity must be kept to a minimum.

Environmental and Safety Concerns

With all of the incineration methods, environmental compliance and safety concerns need to be addressed by the **CONTRACTOR**. The **CONTRACTOR** must check with appropriate state agencies for state-specific requirements. The following are setback, permitting, and public information suggestions to be addressed by the **CONTRACTOR**.

Setbacks and buffer zones need to be established within and around the reduction sites not only for the public safety but also for the safety of the debris operations. A setback of at least 100 feet should be maintained between the debris piles and the incineration area. It is often suggested that 1000 feet be allowed between the incineration area and the nearest building in order to create a generous buffer zone for emergency vehicles, if needed. The fire should be extinguished two hours before anticipated removal of the ash mound. The ash mound should be removed before it reaches two feet below the lip of the incineration pit. To prevent explosions, hazardous or contaminated flammable material should not be placed in the pit. Fencing and signage are simple and effective means to keep the public away from the incineration area.

Smoke generated by any of the above incineration methods is often interpreted by the general public as having an environmental impact. Therefore, the **CONTRACTOR** should also address smoke as part of the air monitoring guidelines. The state environmental or forestry agency will have guidelines that will need to be met in order to acquire and keep a burn permit.

The **CONTRACTOR** should take the initiative in keeping the public informed. Local officials, environmental groups and residents should be thoroughly briefed on the incineration methods being used, how the systems work, environmental standards, health issues and the risks associated with the chosen method of incineration.

B-3 – A cubic yardage rate associated with accepting, managing, processing and reduction of construction and demolition debris through compaction

This method requires the **CONTRACTOR** to utilize best practice methods of efficient separation and DMS management to process C&D material.

C. **CONTRACTOR** will be considered the owner of all debris brought to a DMS. The **CONTRACTOR** must remove or arrange for the removal and final disposal of all debris, reduced or not, brought to the DMS. The **CONTRACTOR** is responsible to pay all tipping fees in association with the final disposal. **CONTRACTOR** will provide all required documentation needed to receive reimbursement.

D. Right-of-way (ROW) Stumps - The cost associated with the removal and disposal of hazardous stumps from the ROW

A stump may be determined to be hazardous and eligible for reimbursement as a per-unit cost for stump removal if it meets all the following criteria which shall be determined by the jurisdiction or its designated agent:

- It has 50 percent or more of the root-ball exposed (less than 50 percent should be flush cut);
- It is on improved public property or public right-of-way; and

- It poses an immediate threat to life, public health and safety.

The reasonable cost for the stump removal is based on the diameter of the stump measured two feet from the ground. Stumps measuring **24 inches in diameter or less** do not require special equipment; therefore, reimbursement will be based on the reasonable unit cost per cubic yard, using the Stump Conversion Table found in *Appendix G, FEMA RP 9523.11, Hazardous Stump Extraction and Removal Eligibility*. The unit price for stump removal includes the extraction, transport, and disposal of the stump as well as filling the cavity that remains.

The **CONTRACTOR** will be compensated at the rate per cubic yard for normal debris removal for all stumps, **regardless of size, placed on the public rights-of-way by others** (i.e., **CONTRACTORS** did not extract them from public property). In such instances, the **CONTRACTOR** did not incur additional costs to remove these stumps; the same equipment used to pick up vegetative debris can be used to pick up these stumps.

If the **CONTRACTOR** incurs additional costs for removal of a stump measuring more than 24 inches in diameter that is placed on the right-of-way, a Hazardous Stump Worksheet can be submitted for reimbursement consideration.

E. Right-of-way (ROW) cutting partially uprooted or split trees (leaners)

An eligibility determination shall be made by the jurisdiction or its representative using the following criteria:

- * A tree is considered "hazardous" if its condition was caused by the disaster; if it is an immediate threat to lives, public health and safety, or improved property; and if it is six inches in diameter or greater, when measured two feet from the ground; **and one or more of the following criteria are met:**
 - It has more than 50 percent of the crown damaged or destroyed.
 - It has a split trunk or broken branches that expose the heartwood.
 - It has fallen or been uprooted within a public use area.
 - It is leaning at an angle greater than 30 degrees.

Trees determined by the jurisdiction to be hazardous and that have **less than 50 percent of the root-ball exposed** should be cut flush at the ground level. The cut portion of the tree will be included with regular vegetative debris. The eligible scope-of-work for a hazardous tree may include removing the leaning portion and cutting the stump to ground level.

F. Right-of-way (ROW) removal of dangerous hanging limbs (hangers)

Criteria for the removal of hangers will be determined by the jurisdiction using the **following criteria:**

Limbs must be:

- Greater than 2" in diameter
- Still hanging in a tree and threatening a public-use area (trails, sidewalks, golf cart paths)
- Located on improved public property.

All hazardous limbs in a tree should be cut at the same time, not in passes for particular sizes.

An eligible scope-of-work will be to cut the branch at the closest main branch junction. Removing the entire branch back to the trunk is not the preferred method.

G. Debris Removal from Private Property

When requested, **CONTRACTOR** will initiate and manage a Private Property Debris Removal (PPDR) program to remove debris on private property and/or demolish private structures that present a public safety hazard.

COMMENCEMENT PPDR PROGRAM

- PPDR operations will commence upon receipt of a specific task order and notice to proceed from Owner.
- PPDR operations will proceed in an orderly and manageable fashion on publicly and privately owned properties as designated by the Owner's task order.

REQUIRED PPDR DOCUMENTATION

- Identify affected properties with Government Agency Personnel
- Provide a detailed listing of all affected properties, to include:
 - A. Description
 - B. Damages
 - C. Property Owner with contact information
 - D. Identification of Task Order
 - E. Progress of Work
 - F. Sign-off and release
 - G. Any peculiarities pertaining to entry or safety
 - H. Certification that property is vacant and all valuables have been removed if demolition to occur
 - I. Location of unseen obstructions.

CONTRACTOR RESPONSIBILITIES

- Obtain signed right of entry agreement from owner to include:
 - A. Right of Entry Agreement
 - B. Hold Harmless Agreement (to protect **CONTRACTOR**, subcontractors, Parish/City, and FEMA from claims)
 - C. Non-duplication of Benefits form to ensure owner does not receive both federal assistance and insurance proceeds for the same work.
- Assess the property thoroughly with Government Agency and obtain detailed scope of demolition and/or work to be performed from the Owner for each site.
- Obtain proper permits and/or Condemnation Certificates for work, if required.
- Prepare drawings and/or photographs of each site from multiple angles to document condition of property prior to entry.
- Enter photographs into computer under particular PPDR file.

- Prepare and maintain computerized schedule and daily progress of work. Update daily for a continuous mechanism to track programs and completion of all PPDR.
- Owner shall clearly designate and physically make each property accessible to be entered and/or demolished.
- Clearly locate, mark and/or protect all utilities. Terminate utilities at street if part of task order. Electricity and gas to be terminated by utility company, if appropriate.
- **CONTRACTOR** is responsible to ensure work is conducted only on those properties designated by the government.
- **CONTRACTOR** shall be responsible for the safety of all personnel and equipment.
- **CONTRACTOR** will be responsible for personnel and equipment logs, and their distribution to government, as appropriate.
- **CONTRACTOR** will be responsible to ensure work assignments received are completed to the requirements of the government task order.

EQUIPMENT

Demolition operations equipment may include but is not limited to the following:

- Track type loaders
- Rubber tire front end loaders with grapple buckets
- Rubber tire front end loaders with 4 in 1 bucket
- Rubber tire backhoes with thumb
- Track hoe and/or excavators
- Dozers
- Other specialized equipment as required.

All equipment used must meet current safety standards.

MAINTENANCE/FUEL VEHICLES AND PERSONNEL

- Maintenance/fuel vehicles will be assigned and manned as needed to provide an adequate supply of fuel to maintain equipment operations.
- Maintenance/fuel vehicles will be assigned and manned as needed to provide all required field maintenance to ensure equipment operations.

HAND CREWS

Sufficient laborers with personnel protective gear and sufficient hand tools and/or technician should accompany each work crew.

OPERATIONS

- Demolition operations will be conducted only on properties as instructed by Owner task orders. (Utmost care must be exercised to ensure only the authorized and designated properties are entered, and/or structures are demolished, and that only the portions of the debris and/or structures as authorized are removed.)
- All debris will be picked up and loaded into haul trucks in a safe and workman-like manner. Debris shall be trimmed to ensure a safe load. Safety shall not be compromised.

- All construction and demolition materials shall be sized using heavy equipment to ensure maximum loading and safe transport of materials within EPA and DOT standards if applicable.
- Obvious hazardous materials shall be dealt with in accordance with the Owner task order.
- Traffic control personnel, with appropriate traffic control and safety equipment, shall be stationed as appropriate, at each approach point of the work area to maintain traffic control and prevent personal injury. Additional traffic control personnel will be stationed throughout the area, as needed, to ensure safe operations.

COMPLETION AND CLOSE OUT

- Upon completion, the property shall be inspected by Owner and preferably by the Property Owner.
- A Completion Certificate should be obtained from the Government Inspectors, signed by them and preferably the Property Owner.
- Such Completion Certificate should also certify the lack of damages to the property, to any items remaining on the property at the instruction of the Government, and the lack of damages to any adjacent property.
- Upon completion of the work, pictures are taken of the property from the same sides to document the completion of the PPDR.
- The Completion Certificate should be part of the final documentation for payment.

H. Storm Deposited Silt-Canals

CONTRACTOR shall remove storm deposited silt from drainage or recreational canals by use of marsh buggy equipment, barge-mounted equipment and via land-based equipment where accessible. The Owner will direct the **CONTRACTOR** to use the means appropriate for silt removal. **CONTRACTOR** shall dispose of the silt at either a City/Parish-owned site or a site secured and paid for by the **CONTRACTOR**.

I. Ditch Cleaning

CONTRACTOR will remove storm deposited silt and debris from drainage ditches. **CONTRACTOR** shall dispose of the silt at either a City/Parish-owned site or a site secured and paid for by the **CONTRACTOR**. The **CONTRACTOR** will load, haul and dispose of debris, either vegetative or C&D, at an Owner-approved landfill. The width shall be determined by measuring the ditch from the highest elevation on one bank to the highest elevation on the opposite bank.

J. Cleaning and Clearing of Drain Line

CONTRACTOR will clear drain lines such that they will be left clean and unobstructed to allow for full capacity drainage flow. **CONTRACTOR** shall dispose of the silt at either a City/Parish-owned site or a site secured and paid for by the **CONTRACTOR**. The **CONTRACTOR** will load, haul and dispose of debris, either vegetative or C&D at an Owner-approved landfill. Measurement shall be by the inside diameter of the drain line.

K. Cleaning and Clearing of Catch Basins and Inlets

CONTRACTOR will clear catch basins and inlets such that they will be left clean and unobstructed to

allow for full capacity drainage flow. **CONTRACTOR** shall dispose of the silt at either a City/Parish owned site or a site secured and paid for by the **CONTRACTOR**. The **CONTRACTOR** will load, haul and dispose of debris, either vegetative or C&D at an Owner-approved landfill.

- L. **CONTRACTOR** shall supply and place suitable fill dirt in ruts created by equipment and vehicles, holes created by the removal of hazardous stumps and other areas that pose an imminent and significant threat to public health and safety.
- M. **CONTRACTOR** shall remove the carcass of all dead animals and dispose of in accordance with all federal, state and local rules and regulations.
- N. **CONTRACTOR** shall load, haul and store all white goods in accordance with all federal, state and local rules and regulations.
- O. **CONTRACTOR** shall remove and recover Freon from any white goods such as refrigerators, freezers or air conditioners in accordance with all federal, state and local rules and regulations using appropriate UL certified recovery equipment and shall be properly recycled.
- P. Sunken Vessel Removal - For Water-Based Salvage/Removal Operations of Vessels, the **CONTRACTOR** shall have extensive knowledge and experience in marine salvage and marine wreck removal. **CONTRACTOR** must show experience with numerous salvage/wreck removal contracts and the ability to quickly mobilize specialized salvage equipment into position. **CONTRACTOR** shall determine and set forth at the request of Owner the best approach method for recovery or removal of vessels in a marine environment. **CONTRACTOR** must be capable of providing the following salvage services.

Refloat

1. Determine best approach route to vessel (taking into consideration water depth, width of channel, marine traffic)
2. Provide salvage equipment and hazardous containment equipment alongside target vessel
3. Secure perimeter of vessel with oil containment boom
4. Secure target vessel with rigging and lifting gear
5. Pump/Lift as determined necessary
6. Repair hull to maintain buoyancy and allow free float
7. Once refloated, inspect for any incoming water
8. Secure vessel to predetermined mooring site.

Stage

1. Determine best approach route to vessel (taking into consideration water depth, width of channel, marine traffic)
2. Secure salvage equipment and hazardous containment equipment alongside target vessel
3. Secure perimeter of vessel with oil containment boom
4. Secure target vessel with rigging and lifting gear
5. Pump/Lift as determined necessary

6. Place vessel on deck barge and secure for transport to staging area
7. Transport vessel to staging area.

Debris

1. Determine best approach route to vessel (taking into consideration water depth, width of channel, marine traffic)
2. Secure salvage equipment and hazardous containment equipment alongside target vessel
3. Secure perimeter of vessel with oil containment boom
4. Secure target vessel with rigging and lifting gear
5. Pump/Lift as determined necessary
6. Place vessel in hopper barge for disposal.

The **CONTRACTOR** shall factor the above approach into the quoted price along with all the necessary items to complete Sunken Vessel removal. Marine based operations shall be priced per linear foot of unit.

Land-Based Water Salvage/Removal Operations

For Land-Based Salvage/Removal Operations of Vessels, the **CONTRACTOR** shall have extensive knowledge and experience in marine salvage and marine wreck removal. **CONTRACTOR** must show experience with numerous salvage/wreck removal contracts and have the ability to quickly mobilize specialized salvage equipment into position. **CONTRACTOR** must be capable of providing the following at a minimum for the removal of Sunken Vessels.

Refloat

1. Determine best approach route to vessel (taking into consideration roadways, power/phone lines and traffic)
2. Secure salvage equipment and hazardous containment equipment alongside target vessel
3. Secure perimeter of vessel with oil containment boom
4. Secure target vessel with rigging and lifting gear
5. Pump/Lift as determined necessary
6. Once refloated, inspect for any incoming water
7. Secure vessel to predetermined mooring site.

Stage

1. Determine best approach route to vessel (taking into consideration roadways, power/phone lines and traffic)
2. Secure salvage equipment and hazardous containment equipment alongside target vessel
3. Secure perimeter of vessel with oil containment boom
4. Secure target vessel with rigging and lifting gear
5. Pump/Lift as determined necessary
6. Place vessel on deck barge or lowboy trailer and secure for transport to staging area
7. Transport vessel to staging area.

Debris

1. Determine best approach route to vessel (taking into consideration roadways, power/phone lines and traffic)
2. Secure salvage equipment and hazardous containment equipment alongside target vessel
3. Secure perimeter of vessel with oil containment boom
4. Secure target vessel with rigging and lifting gear
5. Pump/Lift as determined necessary
6. Place vessel in hopper barge or dump trailer for disposal.

The **CONTRACTOR** shall include the above in the quoted price along with all the necessary items to complete Vessel removal. Water and land-based operations shall be priced per linear foot of unit.

Q. Vehicle and Land-Based Vessel Removal

For the removal and recovery of vehicles, the **CONTRACTOR** shall include the following plan of action in the quoted price for these services:

CONTRACTOR will prepare and equip sites for use upon initiation of Agreement work. Each site will be equipped with perimeter lighting at 300-foot intervals, six-foot fencing, gates, and paving, as well as portable office buildings, inspection towers and utilities. Each prepared aggregate site will have a level, clean, dry, and firm surface and be navigable and accessible by recovery and remediation vehicles and equipment. Each site will also be evaluated and prepared regarding issues of ingress and egress, highway access, neighborhood concerns and soil conditions. During mobilization, **CONTRACTOR** will supply and transport all necessary supplies, equipment, materials, and personnel to the aggregation sites, and build out the improvements to the site required for storage and remediation operations. **CONTRACTOR** will obtain clearance from underground or overhead utilities and from property owners and state and City/Parish entities for the aggregation locations.

Operation of the Aggregation Sites

These sites shall be fenced, lighted, and secure according to applicable state regulations. **CONTRACTOR** must be prepared to operate the sites to receive vehicles up to twenty-four hours a day and up to seven days a week as required by the **PARISH** or State. Vehicles will be stored in a manner to permit inspection by State authorities as required, or for reclamation by owners. **CONTRACTOR** shall also be prepared to provide our own 24-hour security if security is not otherwise provided for.

The sites shall be centrally located to the areas containing the greatest proportion of damaged and abandoned vehicles. The total approximate potential acreage of the sites will be sufficient to accommodate the projected number of vehicles to be stored over the life of the Agreement. A significant proportion of the sites should only require little preparation to be used for this purpose; they should be available within whatever period of time is required for storage and remediation of vehicles. Following appropriate preparation, the remainder of the acreage will be available shortly thereafter.

Towing

Licensed towers shall be issued work orders from a central dispatch containing all pertinent data supplied by authorities within 48 hours of receiving. Recovery vehicle shall, within 24 hours, arrive at the site and immediately access the vehicle. Any environmental issues shall be mitigated, and any and all safety issues addressed. Should the operator find any major threats to health, safety or the environment, vehicle shall not be moved, and the **PARISH** or State shall immediately be notified. Once all concerns are addressed, the vehicle shall be lifted, properly secured and transported to the assigned staging area using the safest and most direct route.

Receipt of Vehicles

Each site will be equipped with a tower manned by both an independent monitor and one of the **CONTRACTOR**'s representatives in order to record the receipt of each vehicle and maintain accurate records. As the vehicle is accepted at the tower, it will be checked into the aggregation site using the vehicle Year, Make, Model, License Plate State and Number, Vehicle Identification Number, extent and type of damage, and its location on the lot by row number, column letter, and GPS location. **CONTRACTOR** shall also record any identifying information or number(s) contained in markings or stickers affixed to the vehicle by authorities for purposes of the recovery operation. If the vehicles have been tagged with a bar code, the tag will be scanned and printed. A computerized tracking of the vehicle is then prepared and the condition of the vehicle and the processes that it goes through, making ready, crushing, shredding, etc., are then tracked. This ticket also then becomes part of the pay documents for the recovery, preparation, and disposal. If necessary or required, **CONTRACTOR** will typically mark the windshield of the vehicle with an identifying number for ease of future identification. Such numbers and tags then become unique and continuous identifiers to monitor the vehicle through each step.

Storage of Light, Medium, and Heavy-Duty Vehicles

Vehicles introduced into the aggregation site will be stored at the site for sixty days or more in our fenced, lighted, and secure environment. Vehicles will be staged, tagged, and marked for easy retrieval and inspection. Vehicles will be stored in locations identifiable by row and column number and letter and by GPS coordinates. Location identifiers will be keyed to the vehicle records in the site's tracking database.

Vehicles will be stored in a manner to allow ample access for inspection by State or local authorities and/or to allow for retrieval and reclamation by vehicle owner when applicable and the **CONTRACTOR** when the holding period has expired and the vehicle is being removed for final dismantling, recycling, and/or disposal.

Demobilization

Vehicles will be discharged to appropriate entities for disposal, recycling, or other appropriation as directed by the terms of the Agreement, after clearance through applicable protocols, and after documentation in the vehicle record, described above.

Once all vehicles are removed, **CONTRACTOR** will remove all equipment, supplies, and non-hazardous trash from the aggregation site. All trash and debris will be disposed of in a permitted landfill and repair and remediation of any damage to the aggregation site caused by the storage and remediation operations and equipment as directed by the **PARISH** will be completed.

Vessels

CONTRACTOR must develop a Technical Approach for the Recovery and Storage of vessels that provides a clear solution for this portion of the Agreement which meets the needs of the Owner and satisfies all federal, state, and local licensing, and **CONTRACTOR** regulations and requirements.

Mobilization

CONTRACTOR will prepare and equip storage sites for use upon initiation of Agreement work. Each site will be equipped with perimeter lighting at 300-foot intervals, six-foot fencing, two gates, and a hard packed surface, as well as portable toilets, receiving areas, electrical, and telephone service, and any necessary storage equipment. The prepared aggregate sites will have a level, clean, dry, and firm surface and be navigable and accessible by recovery vehicles and equipment. The sites will also be evaluated and prepared regarding issues of ingress and egress, highway access, neighborhood concerns, soil conditions, wetlands and other environmental issues. During mobilization, **CONTRACTOR** will supply and transport all necessary supplies, equipment, materials, and personnel to the aggregation sites, and build out the improvements to the site required for storage operations. **CONTRACTOR** will obtain clearance from underground or overhead utilities and from property owners and state and City/Parish entities for the aggregation location. **CONTRACTOR** and/or its subcontractors must have recovery equipment and vehicles prepared to mobilize upon the first notification to recover vessels.

Operation of the Aggregation Sites

These sites shall be fenced, lighted, and secured according to applicable state regulations, in particular as required by the solicitation. **CONTRACTOR** shall be prepared to operate each site to receive vessels at minimum from 7:00 am until 5:00 pm, Monday through Saturday, and up to twenty-four hours a day and up to seven days a week as required by the State, for access and inspection. Vessels will be stored in a manner to permit inspection by State or **PARISH** authorities or for reclamation by owners.

CONTRACTOR sites shall be centrally located to the areas containing the greatest proportion of damaged and abandoned vessels. The total approximate potential acreage of the site will be sufficient to accommodate the projected number of vessels to be stored over the life of the Agreement for that area. Sites will be available within whatever period of time is required for storage of vessels.

Recovery Recreational Boats

CONTRACTOR and its subcontractors shall have recovery equipment and tow vehicles prepared to mobilize upon the first notification to recover vessels. Vessels that have been identified and cleared for recovery and towing from public lands by the appropriate state or local agency will be recovered within 72 hours of notification. Recovery will begin with identification of the vessel using GPS

coordinates supplied by notifying agency. **CONTRACTOR** shall inspect the vessel and make a record of the vessel location, description, registration number, and the type and extent of damage. Prior to towing, **CONTRACTOR** shall mitigate any fluid leaks. Outboard motors shall be tilted to the utmost position. Batteries shall be disconnected; leaks shall be mitigated. Vessels will then be transported to the aggregation site safely and securely by **CONTRACTORS** towing vehicles, trailers, and equipment.

Receipt of Vessels

Each site will be equipped with a receiving area manned by both an independent monitor and one of our representatives in order to record the receipt of each vessel and maintain accurate records. As the vessel is accepted at the receiving area, it will be checked into the aggregation site with a record of the vessel recovery location, description, registration number, extent and type of damage, and its location on the lot by row number, column letter, and GPS location. **CONTRACTOR** shall also record any identifying information or number(s) contained in markings or stickers affixed to the vessel by State or **PARISH** authorities for purposes of the recovery operation. If the vessels have been tagged with a bar code, the tag will be scanned and printed. A computerized tracking of the vessel shall then be prepared and the condition of the vessel and the processes that it goes through are then tracked. The receipt document then becomes part of the pay documentation. If necessary or required, **CONTRACTOR** shall typically mark the topside, bow, stern and/or deck of the vessel with an identifying number for ease of future identification. Such numbers and tags then become unique and continuous identifiers to monitor the vessel through each step.

Storage of Trailers and Light, Medium, and Heavy Recreational Boats

Vessels introduced into the aggregation site will be stored at the site in a fenced, lighted, and secure environment. Vessels will be staged, tagged, and marked for easy retrieval and inspection. Vessels will be stored in locations identifiable by row, column number, letter, and/or by GPS coordinates. Location identifiers will be keyed to the vessel records in the site's tracking database. Boats will be segregated by type and size and trailers will be segregated from boats. Vessels will be stored in a manner to allow ample access for inspection by State or local authorities and/or to allow for retrieval and reclamation by vessel owner when applicable and the **CONTRACTOR** when the holding period has expired and the vessel is being removed for final dismantling, recycling, and/or disposal.

- R. **CONTRACTOR**, at the direction of owner, will secure, operate and maintain one or more fenced, lighted and secured sites for the safe staging and storing of recovered vehicles and vessels. Site will be manned 24 hours per day, 7 days per week.
- S. **CONTRACTOR** will furnish all labor, equipment and materials necessary to perform the installation of travel trailers at sites specified by owner.

Basic Trailer Installation

Trailers shall be towed from the staging area to the designated sites. The towing operator shall be properly licensed and insured. All roots, rocks and debris at the base of the piers shall be cleared. The trailer shall be properly placed and aligned. Trailers shall be set up on concrete piers. The set-

up will include a minimum of six piers, three on each side, evenly spaced. The **CONTRACTOR** shall provide a base for the piers. The base will be ¾"X24"X24" exterior grade plywood. The piers will have a minimum of two solid cap blocks on the base and two solid cap blocks on the tops of the piers. After the weight of the travel trailer is transferred to the piers, the piers must be vertically aligned and tightly shimmed with wooden wedges. The **CONTRACTOR** shall be responsible for all necessary re-leveling of the trailer for a period of 90 days.

CONTRACTOR shall install two anchors per side. All anchors must be placed, driven or augured in place. The straps shall be 1.25"X.035" cold rolled galvanized steel. The anchor straps shall be snug and in a near vertical position.

Sewer line installation from the sewer riser and connection to the travel trailer is to be provided by use of 3" hard PVC. The line shall be of the shortest practical. At sites with a sewer riser already installed, the **CONTRACTOR** will make the connection between the travel trailer connecting point and the riser, up to 50 feet. If a sewer riser is not in place, a clean-out fitting will be installed in an accessible location to facilitate snaking-out a clogged-up line from the connecting point, through the riser and into the main or sewer line. The pipefitting that attaches the sewer connection to the drain outlet of the travel trailer shall be threaded and screwed or installed with a removable adaptor for that drain outlet. The nominal inside diameter of the unit sewer connection shall not be less than three inches (3"). The slope shall be continuous and at least one quarter inch (1/4") per foot and no more than one half inch (1/2") per foot. Overhead hanging sewer straps shall be placed at four-foot (4') intervals (maximum) to prevent any deflections. The **CONTRACTOR** shall test the sewer line for leakage and any leaks shall be repaired at no additional cost.

If the sewer riser is not in place, the **CONTRACTOR** will make an appropriate sewer tap on the sewer collection line and install the necessary piping and riser connection. Sewer piping shall be installed in accordance with local codes and the Unified Plumbing Code. The **CONTRACTOR** shall test the sewer line for leakage, and any leaks shall be repaired at no additional cost. The above ground line shall be properly sealed where it connects to the sewer riser. The above ground sewer line shall be strapped and secured properly every four feet. This includes up to 50 linear feet of above ground, three-inch (3") sewer.

Water line installation from the existing service connection to the travel trailer service pipe is to be provided by use of approved RV water hose, up to fifty feet (50'). For sites with water service riser already installed, the **CONTRACTOR** will make the connection between the travel trailer connecting point and the riser. A cut-off valve and a hose bib with anti-siphon valve shall be located adjacent to the unit connecting point. The **CONTRACTOR** shall test the service line for leakage and any leaks shall be repaired at no additional cost.

Where local water pressure is in excess of the manufacturer's recommended maximum psi, the **CONTRACTOR** shall install an approved water pressure reducing device to safeguard the unit's plumbing system. If the water service riser is not in place, the **CONTRACTOR** will make an appropriate tap on the water service line and install the necessary piping and riser connection. Water piping shall be installed in accordance with local codes and the Unified Plumbing Code. All

service lines beneath the travel trailer shall be installed clear of the ground, made with minimum number of joints, be of shortest practical length, and be supported by metal straps at four-foot (4') intervals maximum.

The **CONTRACTOR** shall test the service line for leakage and any leaks shall be repaired at no additional cost. RV hose shall be capable of withstanding constant exposure to weather elements. A pressure regulator valve is required on the supply inlet. This includes up to fifty feet (50') of portable water hose, anti-siphon valve, and any required pressure reducing device.

The **CONTRACTOR** shall provide connection of service from the electrical assembly to the travel trailer weatherproof electrical disconnect pedestal box up to fifty feet (50'). The power supply cable shall be furnished with the travel trailer. Whenever possible the **CONTRACTOR** shall provide above ground electrical service from the applicant's panel box to the RV disconnect. The weatherproof disconnect box or RV receptacle box will be provided and installed by the **CONTRACTOR** at a point near the travel trailer to permit connection of existing power cord. The weatherproof disconnect box will be equipped with the appropriate breaker to provide an approved 30-amp service and mounted on treated 4X4 post or the equivalent. The bottom of the weatherproof disconnect box will be a minimum of ten inches (10") above ground level. Installation of electrical service will meet all federal, state and local codes and requirements. This includes up to fifty feet (50') of above ground direct wiring.

Note: Travel trailers that are electric models will require a 50-amp service and circuit breaker. The requirements are as above, amended to 50-amp service and circuit breaker. The increased cost of the 50-amp service and circuit breaker shall be offset by the lack of a LP gas requirement for the unit.

CONTRACTOR shall fill both propane tanks where applicable.

The **CONTRACTOR** shall install steps at each travel trailer entrance. All wooden steps shall be made of exterior grade framing lumber. The **CONTRACTOR** shall prepare the grade and construct a level step, such that the step is centered on the door and safely beneath the doorsill in a manner that does not represent a trip or safety hazard. The steps must not impede the opening or closing of the door or restrict occupant entrance or exit. The steps will be constructed of wood thirty-six inches (36") wide. Handrails constructed with 2"X4" safety edge lumber shall be provided on all steps and installed on both sides of the steps. The platform and steps shall have a stable and secure foundation, be level in both directions and be anchored. All handrails shall be sanded and painted with two coats of white paint.

As part of the basic install, the **CONTRACTOR** shall make travel trailer ready for occupancy (RFO).

- Arrange all furniture for occupancy
- Clean and mount storm window panels
- Install drawers
- Remove window clips, travel blocking and protective taping
- Hang fire extinguisher

- Mount exterior light fixtures and install bulbs
- Install interior light globes and covers
- Install screens
- Reinstall any fallen curtains
- Install cabinet door panels and any other knockout panels
- Install commode tank lid
- Repair, if necessary, cabinet/door/drawer hardware
- Test water system and make minor repairs (i.e., tighten, adjust or replace fittings, flare nuts, faucet washers, ball cocks, shower diverters, faucet sets, etc.)
- Verify hot/ cold water lines. Reverse if necessary.
- Tighten or replace loose drain line connections
- Replace commode wax ring and tank gaskets as needed
- Tighten loose connections in electrical system
- Test electrical circuits and replace bulbs, breakers, switches or receptacles as needed
- Activate, test and make any necessary minor repairs to the refrigerator, range, furnace, air conditioner, and water heater for proper operations. Adjust pilots and burners, change orifices, water heater elements, etc., as needed
- Test smoke detector and replace if faulty.
- Test exhaust fans for proper operation and repair as needed
- Clean floors, counters, kitchen fixtures, bath fixtures and windows
- Perform any other minor work required to prepare the unit for occupancy
- Remove unit packing debris and excess set up material from the premises

Additional services to be supplied as needed.

Sewer Line, Buried

The **CONTRACTOR** shall run necessary sewer line and sewer riser from the sewer tap to the travel trailer. At sites with sewer riser already installed, the **CONTRACTOR** will make the connection between the travel trailer connecting point and the riser. If a sewer riser is not in place, the **CONTRACTOR** will make an appropriate sewer tap on the sewer collection line and install the necessary piping and riser connection. A clean out fitting will be installed in an accessible location to facilitate snaking-out a clogged-up line from the connecting point, through the riser and into the main service or line. The pipefitting that attaches the sewer connection to the drain outlet of the travel trailer shall be threaded and screwed or installed with a removable adaptor for the drain outlet. The line shall be the shortest practical length and shall include a clean out. The **CONTRACTOR** shall test the sewer line for leakage and any leaks shall be repaired at no additional cost. All sewer piping and installation shall be installed in accordance and compliance with state and local codes and Unified Plumbing Code. This also includes placement in a trench separate from the water line and at a distance from the water line, burial below the surface of ground, and securing the installation to reduce deflections. Backfill materials will be free of rocks and other debris and will include a bed of compacted sand six inches (6") above and six inches (6") below the sewer line. If the travel trailer has multiple sewer drop points, they will be interconnected to a single unit drop point.

Install Sewer Tap

If a municipal sewer tap is required, the **CONTRACTOR** shall excavate, install the tap, and connect to the sewer line from the travel trailer and backfill, according to local requirements. The sewer tap shall be made in accordance with local regulations regarding sewer tap installations. All piping shall be connected to assure free flow. In the event the governing entity has a predetermined fee for sewer taps, such fee shall be paid by the **CONTRACTOR** and reimbursed at actual expense.

Water Line, Buried

The **CONTRACTOR** shall extend water service from the supply source to the travel trailer pad. If the water service riser is not in place, the **CONTRACTOR** will make an appropriate tap on the water service line and install the necessary piping and riser connection. Service line is to be laid a minimum of six inches (6") below the frost line and not less than twenty-four inches (24") below the surface of the ground with a three-quarter inch (3/4") shut off valve installed in the water line, or three-quarter inch (3/4") shut off valve with pet cock must be installed in the water line. The service line must be placed in a trench separate from the sewer line and at a distance that is in compliance with state and local codes. A cut off valve and a hose bib with anti-siphon valve shall be located adjacent to the unit connecting point. The **CONTRACTOR** shall test the line for leakage and any leaks shall be repaired at no additional cost. A backflow preventer valve will be properly installed. Backfill materials shall be free of rocks and debris and shall include a bed of compacted sand six inches (6") above and below the water line. Where local water pressure is in excess of the manufacturer's recommended maximum psi, the **CONTRACTOR** shall install an approved water pressure reducing device to safeguard the unit's plumbing system... All service lines beneath the travel trailer shall be installed clear of the ground, made with the minimum number of joints, be of the shortest practical length, and be supported by metal straps at four-foot (4') intervals maximum.

Municipal Water Tap

If a municipal water tap is required, the **CONTRACTOR** shall excavate, install the tap, and connect to the water line from the travel trailer and backfill, according to local requirements. The installation of the water tap will be accomplished in conjunction with, and according to the regulations of the local water company. In the event the governing entity has a predetermined fee for water taps, such fee shall be paid by the **CONTRACTOR** and reimbursed at actual expense.

Power Pole with Meter

Furnish and install 50-amp travel trailer electric power pole and meter loop. The **CONTRACTOR** shall install an overhead electric assembly. This assembly shall be at least 50-amp (120/240 volt service) with a weatherproof, rain-tight meter box containing a 50 amp breaker. All components shall be installed in accordance with the National Electric Code (NEC) and local codes. All conduit connections on the meter pole must be watertight. Pole shall meet all code requirements.

Water Line Winterization

When specified, the **CONTRACTOR** shall install freeze protection heating tapes and insulation to water supply piping and shut off valves to prevent freeze up of the system.

Handicap Ramp

The **CONTRACTOR** shall prepare the grade and construct a wooden ramp with level platform such that the platform is centered on the door of principal entry into the travel trailer and flush with the doorsill. **CONTRACTOR** shall coordinate ramp design with local authorities to ensure compliance with the current Americans with Disabilities Act, and state and local requirements. All wood shall be treated, and exterior grade framing lumber shall be used throughout except for the platform and runway surface, which shall be exterior plywood. The handrail shall be 2"X4" safety edge lumber, sanded and painted with two coats of white paint. Nails shall be coated and sized consistent with industry standards.

The overall length of the ramp and platform shall be fixed by the height above the grade of the travel trailer sill the distance to either a point abreast of the unit, or to a suitable, firm surface approach to the ramp. The ramp pitch shall be one inch (1") slope for each twelve inches (12") in length maximum. The ramp shall be firmly supported on grade, with mud seals added where necessary because of soil conditions. The ramp and the platform shall have a non-skid surface.

Direct Wiring to Well Pump Switch

The **CONTRACTOR** shall provide and install a 30 AMP well pump switch. All components shall be installed in accordance with the National Electric Code (NEC) and local codes. All conduit connections must be watertight and meet all code requirements.

Aboveground Electrical Access

The **CONTRACTOR** shall provide and install all above-ground electrical connection in excess of the basic set-up. All components shall be installed in accordance with the National Electric Code (NEC) and all local codes.

Obtain State and Local Permits

The **CONTRACTOR** shall be responsible for obtaining necessary permits associated with placing and installing the unit and utility installation. Permits shall be applied for within 3 working days of work order issuance. FEMA will reimburse the **CONTRACTOR** the actual permit fees. Receipt required.

Direct Burial of 50 AMP Service

At sites with electrical service drop (meter box or other connection point) already installed, the **CONTRACTOR** shall provide underground service (in compliance with all codes and regulations) from the electrical assembly to the unit. All cables shall be appropriately buried and shall be installed in accordance with the National Electric Code (NEC) and local codes. All conduit connections must be watertight and meet all code requirements. The conduit shall be securely attached to the electrical boxes in accordance with accepted methods and standards. Sweeps shall be used at the unit and meter loop assembly.

If an electrical service drop is not in place, the **CONTRACTOR** shall install an electrical assembly for utility company connection.

Handicap Platform Steps

The **CONTRACTOR** shall prepare the grade and construct a wooden series of level platforms such that the level platform is centered on the door of principal entry into the travel trailer and flush with the doorsill. **CONTRACTOR** shall coordinate platform design with local authorities to ensure compliance with the current Americans with Disabilities Act, and State, and local requirements.

All wood shall be treated, and exterior grade framing lumber shall be used throughout except for the platform surfaces, which shall be exterior plywood. The handrail shall be 2" x 4" safety-edge lumber, sanded and painted with one coat of white paint. Nails shall be coated and sized consistent with industry standards.

The overall number of platforms shall be fixed by the height above the grade of the travel trailer sill and the distance to either a point abreast of the unit, or to a suitable, firm surface, approach to the ramp. The platform heights shall be between seven and one half-inch (7 ½") and eight inches (8") maximum. The platforms shall be firmly supported on grade, with mud seals added where necessary because of soil conditions. The platforms shall have non-skid surface materials that are FEMA/Industrial approved (sand added to paint is unacceptable).

T. Marine Debris Removal

The **CONTRACTOR** shall provide all management, tools, supplies, equipment, labor, and applicable licenses and permits necessary to conduct marine debris removal and disposal services.

Marine Debris identified in the schedule of the Agreement shall be removed, handled, transported, and disposed of in accordance with OSHA, and all applicable Federal, State, and local laws, codes, regulations and procedures. The removal of any waste not listed in the Schedule shall only be removed after receipt of written approval from the Contracting Officer.

The work shall consist of removing all wet debris from water surface to sediment bottom from within the waters and lands of the State/Parish/City, transferring the debris to land based trucks and hauling to approved landfills. **CONTRACTOR** shall price according to land based and marine based line items by the cubic yard to include all necessary consideration to complete this work in its entirety.

U. Supplemental Water and Food Sources

Water Sources

In an emergency or disaster situation water, is an extremely valuable resource that must be properly managed to ensure that it is distributed fairly. **CONTRACTOR** will provide drinking water, ice, and water for sanitation purposes in accordance with federal, state, and local laws concerning emergency water rationing and water shortages. **CONTRACTOR** shall be able to provide water resources to ensure smooth operations for emergency management personnel and to emergency

shelters and the general public. **CONTRACTOR** shall have an extensive history in providing emergency water supplies to locations throughout the United States and remote locations overseas.

CONTRACTOR is required to provide water in mass quantities to be utilized and distributed to emergency personnel and the general public in accordance with priority placement by emergency command officials. **CONTRACTOR** shall provide water suitable for drinking, cooking, and cleaning/sanitation purposes. **CONTRACTOR** shall provide all forms of water to include, but not limited to: pre-packaged purified bottled water, distilled water, ice, water suitable for sanitation purposes, large water storage containers, water tanker trucks, and processed water.

To ensure quick, efficient and proper water distribution, **CONTRACTOR** shall develop an emergency water management program to assess the impact of the water shortage to local communities and priority need of certain groups and agencies. Based on this analysis, work should be closely coordinated with emergency officials to determine the most critical need areas and proper water quantities.

Food Sources

CONTRACTOR shall be prepared to provide tens of thousands of hot, individually prepared meals in the most extreme and demanding environments. **CONTRACTOR** should be able to provide substantial technical assistance and/or consultants to assist and advise on temporary food services, supply and provisions.

CONTRACTOR shall be prepared to provide Heater Meals or equivalent to the government entity in extremely large quantities. This firm must have extensive experience with expedited shipments.

CONTRACTOR must be able to ship on the same day as an order is placed, and work with major trucking firms using "team drivers" to provide expedited delivery throughout the Continental United States. They must be able deliver & drop 53" filled trailers for extended use at designated sites, if helpful.

CONTRACTOR must have the experience and capabilities to set up dining facilities, food distribution stations and/or to provide cold or hot pre-packaged meals, as required; immediately, and under virtually any disaster circumstance. **CONTRACTOR** may be asked to provide alternative food services to government entity.

V. DEMOLITION

1. This scope of work applies to decommission, demolition, and debris removal of privately-owned structures. The **CONTRACTOR** shall provide all equipment, operators, and laborers for work as specified in individual Task Order(s). The work shall consist of private property debris removal, and hazardous substance decommissioning of structures in accordance with applicable federal, state, and local requirements.

The scope of demolition addresses privately-owned structures and removing demolition/general

disaster generated debris and includes but is not limited to: decommissioning structures for hazardous substance removal, demolition of single/multi-family homes, detached garages, framed out-buildings, storage/tool sheds, fences, and collection of other onsite disaster generated debris such as but not limited to wood, construction/demolition (C&D), soil & mud, and stumps. Woody debris will be kept segregated from C&D debris as much as possible. Woody debris includes vegetative debris and clean woody C&D debris, (i.e. not pressure-treated wood or wood with significant painted surfaces). The **CONTRACTOR** shall repair all roadways, sidewalks, utilities, drainage structures and other features not designated for demolition or removal, which are damaged by **CONTRACTOR** operations. This will include re-sloping to original grade.

The **CONTRACTOR** shall work during daylight hours only, for a maximum of 12 hours per day, 7 days per week or as directed by the Contracting Officer in coordination with local officials.

Concrete slabs, sidewalks, and structural foundation piers attached to the ground shall not be demolished or damaged unless otherwise directed by the Contracting Officer. Standing trees shall only be removed as debris when directed by the Contracting Officer. If a slab presents a threat to public health and safety and the Contracting Officer directs the **CONTRACTOR** to remove it, the slab shall be removed by lifting it off the lot rather than by removing it by excavation. Using low impact procedures, slab can be broken into easily removable pieces of concrete that will facilitate its removal from the site. Voids found under the slab shall be filled with sand to an elevation 2-6 inches above the surrounding ground elevation.

All dumping operations shall be directed by the debris reduction site or dumpsite operator. The **CONTRACTOR** shall cooperate with the dumpsite operator to facilitate effective dumping operations.

The concept of operations is a three-step process as outlined below, which consists of private property debris removal, decommissioning of the structure, and demolition/removal of the structure. The Owner will provide the **CONTRACTOR** with a list of structures to be demolished, and approved disposal sites. The Owner provided list will identify whether houses are to be handled and disposed of as C&D or Regulated Asbestos Containing Material (RACM).

The **CONTRACTOR** shall remove all eligible debris from around the structure and haul this material to the appropriate disposal site.

The **CONTRACTOR** shall assess and remove all hazardous substances in the structure and haul to the appropriate disposal site.

The **CONTRACTOR** shall demolish the structure and haul the resulting waste streams to the appropriately permitted landfill disposal sites, in accordance with the LDEQ guidance.

The **CONTRACTOR** shall provide all labor and equipment necessary to complete this work identified in awarded task orders. No explosives will be permitted.

Prior to demolition of each structure, the **CONTRACTOR** shall complete the pre-demolition checklist. A photograph and GPS coordinates of each structure to be demolished shall be included on the checklist. An Owner shall approve each checklist prior to the **CONTRACTOR** beginning demolition.

General Debris generated by the storm such as but not limited to: vegetative debris, soils & mud, leaners and hangers, scattered C&D, and stumps that are located on the property, adjacent to the structure to be demolished, shall be removed and appropriately disposed of.

Structures that are determined to be structurally sound by the **CONTRACTOR** shall be decommissioned prior to removal. The decommissioning of a structure shall consist of a hazardous substance assessment and the subsequent removal of any such items found. Anticipated hazardous substance waste streams include but may not be limited to: household hazardous waste, white goods, electronic waste, special waste, and universal waste. While assessment, documentation, and removal of all waste streams during the demolition process is required, ACM handling and removal, and reporting in conformance with LDEQ ACM Guidance for Hurricane Demolition Debris is essential for compliance and managing risk associated with this work. The **CONTRACTOR** shall complete removal of hazardous substance waste streams in no more than one workday after entry of the structure unless the contracting officer provides written authorization for increased work durations.

Unsound structures shall not be entered prior to structure removal for decommissioning assessments and removals. During the removal of unsound structures, hazardous substance waste streams and white goods shall be collected from the structure and handled as per the requirements of paragraph 6.2, using the following sequence:

- a. Wet the structure and partially remove, so remaining structure and/or debris is stable enough to allow access by decommissioning crew.
- b. Survey the structure and segregate waste.
- c. Segregate and remove HHW and white goods. Removal of segregated waste shall be made in accordance with LDEQ disposal requirements.
- d. Complete structure removal of the building as a C&D or RACM waste stream.

The work includes providing all equipment, materials, and labor for disconnecting all utilities, capping water lines, and plugging sewer taps or pipes to septic tanks or sewer systems in accordance with local requirements. Disconnection of all utilities shall be coordinated by the **CONTRACTOR** with the appropriate local service providers. For locating and marking the locations of underground utilities, the **CONTRACTOR** shall coordinate with the appropriate local service providers and/or contact Louisiana One Call at (800) 272-3020. It should be noted, however, that Louisiana One Call can only coordinate with the utility local service providers throughout the State that have signed on with their service. The **CONTRACTOR** shall contact the local utility companies prior to commencing work to coordinate termination of gas, water, electric, phone, cable TV, and any other utility services to the nearest acceptable point. In cases where there are no shut-off valves, and excavation is required within the utility rights-of-way, the excavation shall be limited to

the existing Right of Way (ROW) to the greatest extent feasible, in order to limit unnecessary ground disturbance. Sewer taps shall be plugged with screw type expanding plug inserts or other means approved by the local sewer authority, to prevent intrusion of ground water into the existing sewer system. Septic tanks encountered shall be left in place. The **CONTRACTOR** shall take reasonable care and ensure that damage does not occur to any septic tanks or undamaged water wells, grinder pumps and associated tanks/piping. The **CONTRACTOR** shall be responsible for the repair of utilities damaged as the result of his negligence. The **CONTRACTOR** will not be liable for any preexisting damage to utilities.

Personal property items, such as but not limited to, automobiles, boats, trailers, and recreational vehicles, shall be relocated offsite to the nearby ROW such that they will not interfere or hinder the **CONTRACTOR's** demolition operations. The **CONTRACTOR** shall take reasonable care not to damage personal property items while moving them and shall not be responsible for damages to personal property items being moved unless such damages are determined to be the result to negligence through his actions. The **CONTRACTOR** is not responsible for storm related or other pre-existing damage to personal property.

Demolition shall not begin on structures without an Owner or designated representative present. The **CONTRACTOR** shall check the structures immediately prior to demolition to ensure that the properties are vacated.

During demolition, decommissioning of structurally unsound structures, and the removal and hauling of associated debris, water shall be used to control dust. A water truck will be required at each demolition site. The amount of dust resulting from demolition shall be controlled to prevent the spread of dust to occupied areas near the demolition site and to avoid creation of a nuisance in the surrounding area. Use of water shall not be allowed to result in, or create hazardous or objectionable conditions such as ice, flooding and pollution.

The **CONTRACTOR** is responsible for ensuring traffic safety in all work areas. Flag persons, temporary signage, or other approved means shall be provided by the **CONTRACTOR** as needed to comply with the above requirement. Prior to the start of demolition of each structure, the **CONTRACTOR** shall cordon-off the work zone, and ensure that it is effectively delineated to prevent access by unauthorized personnel.

The **CONTRACTOR** shall submit a **CONTRACTOR** Safety Plan. The plan shall address decommission tasks, hazards, and mitigation measures for review and approval prior to implementation of any decommissioning. The **CONTRACTOR's** safety plan shall address procedures to be used when conditions, such as a high risk of collateral damage to adjacent facilities, excessive danger to work crews, structural instability, etc., will preclude the use of normal demolition procedures or require additional measures to be taken.

The **CONTRACTOR** shall develop a Decommissioning Plan for the decommissioning of structures to be demolished, and shall be in accordance with all federal, state, and local regulations.

The Decommissioning Plan's components shall address, but not be limited to, the following items: decommission inspections; inspector qualifications and training; evaluation of structures for the presence of hazardous substances and materials; hazardous material removal; and transport and disposal of decommissioned waste.

A daily tailgate safety meeting shall be conducted each morning prior to each day's activities. The daily safety meeting shall include the hazards expected with each day's activities and the mitigation measures for each hazard shall be discussed. The **CONTRACTOR** Safety Plan may be referenced for mitigation measures.

The **CONTRACTOR** shall submit a daily operation report. A separate operational report is required for each task order/property. For example, if the **CONTRACTOR** is working three crews on the same day, three reports shall be submitted at the end of that day (one for each crew). This form must be signed daily by the QAR representative and the **CONTRACTOR** for payment to be made. Discrepancies between the daily operational report and corresponding load tickets shall be reconciled no later than the following day. In addition to that shown on the daily operational report, the **CONTRACTOR** shall include a narrative on any significant activities occurring each day including, but not limited to, verbal instructions, changes, clarifications, safety mishaps, near misses, or successes. The **CONTRACTOR** shall include in the daily operational report the structures demolished that day, including building ID and address. Before and after photographs of all structures demolished shall be submitted for the respective Pre-demolition or Post-demolition checklist.

The **CONTRACTOR** shall provide a work schedule including a timeline for each task order/property. The work schedule shall include number of hours per day and days of week the **CONTRACTOR** anticipates working.

The **CONTRACTOR** shall provide the following submittals for contracting officer within 5 days after contact award:

CONTRACTOR Safety Plan
CONTRACTOR Decommissioning Plan
CONTRACTOR Quality Control Plan

Note: No site work will be allowed until these plans have been approved by the Government.

The **CONTRACTOR** shall provide the following submittals as needed:

Task Order timeline and Schedule of Work per Task Order
Copies of all required permits and licenses
Pre-demolition photographs
Daily Operation Reports
Post-demolition photographs

While the **CONTRACTOR** shall implement engineering controls (e.g. wetting) to maintain no visible emissions criteria during demolition, the **CONTRACTOR** shall also manage surface water runoff for compliance with applicable federal, state and local requirements. For the purpose of this Agreement, environmental protection is defined as the retention of the environment in its natural state to the greatest extent possible during execution of this Agreement. Environmental protection requires consideration of air, water, and land and involves noise and solid waste management, as well as other pollutants. The **CONTRACTOR** and its subcontractors shall incorporate appropriate measures to manage environmental pollution arising from the demolition activities in performance of this Agreement. Structures to be demolished will be adequately wetted down immediately prior to and during demolition, and during the loading of haul trucks prior to hauling the debris to approved landfills. While trucks hauling RACM shall be lined, all trucks will have their loads covered with tarps during transport.

The **CONTRACTOR** will address potential asbestos containing materials using Best Management Practices to the maximum extent practical, for the purpose of: (1) conformance with NESHAP and (2) removal of appropriate ACM, and (3) classifying the waste stream resulting from demolition as C&D or RACM.

The **CONTRACTOR** shall not remove or disturb any human remains. If human remains are encountered at a site during demolition activities, all work at that site shall be stopped. The **CONTRACTOR** shall immediately notify:

- a. The Contracting Officer or designated representative
- b. Local law enforcement
- c. Local government officials

If the **CONTRACTOR** encounters animal remains, the remains shall be secured onsite and work may continue. The **CONTRACTOR** shall immediately notify:

- a. The Contracting Officer or designated representative
- b. Local government officials

If the **CONTRACTOR** encounters ammunition, weapons, or explosives on-site or during demolition/cleanup activities, all work shall be stopped in the adjacent area. Work may continue in other areas on-site. The **CONTRACTOR** shall immediately notify:

- a. The Contracting Officer or designated representative
- b. Local law enforcement
- c. Local government officials

If the **CONTRACTOR** encounters valuables, such items shall be secured onsite and work may continue. Valuables may include jewelry, cash, safes, and other items of monetary or sentimental value. Under no circumstance shall **CONTRACTOR** employees keep any found items for souvenirs or other uses. The **CONTRACTOR** shall immediately notify:

- a. The Contracting Officer or designated representative
- b. Local government officials

Household Hazardous Waste (HHW) is excluded from the definition of Hazardous Waste and therefore does not require the same collection or handling procedures as Hazardous Waste. Examples of HHW include, but are not limited to: batteries, waste oil, waste fuels, paint, chemicals, antifreeze, pesticides, spray cans, unidentified liquids, and household cleaners.

Hazardous and Toxic Wastes (HTW) assessments of structures to be demolished will have been accomplished by others as part of the ROE process. If suspected HTW materials are found by the **CONTRACTOR**, (i.e. 55-gallon drums containing unknown materials), they shall be immediately identified and reported to the Contracting Officer's representative, so a determination as to the disposition of the material can be made. **CONTRACTOR** personnel who will be handling HTW materials shall be appropriately trained.

Petroleum Products – All storage tanks containing gasoline, diesel, propane or other petrochemical products shall be pumped or drained prior to the tank being moved, in coordination with appropriate Federal, State, and Local agencies. Portable storage containers (oil cans, gas cans, etc.) containing these products shall be segregated and disposed of in an appropriate manner. **CONTRACTOR** personnel who will be handling petroleum product materials shall be appropriately trained.

E-Waste products shall be segregated on-site and disposed of in an appropriate manner. Examples of E-Waste include, but are not limited to: computers, televisions, radios, VCR's, stereos, copiers, fax machines, and other common electronic products.

Ozone Depleting Substances – If in the process of demolition, items containing ozone depleting substances are identified (white goods containing Freon), the **CONTRACTOR** shall handle them in such a manner to minimize opportunities to allow the ozone depleting substances to escape.

White Goods – All white goods shall be removed from the structure during demolition and shall be segregated and disposed of in an appropriate manner.

Eligible debris under this Agreement consists of Demolition Debris generated from the demolition of structures, and General Debris such as but not limited to, woody debris, soils & mud, and stumps that were generated by the storm and are located on the property, adjacent to the structure to be demolished. Prior to debris removal, the Owner shall determine which debris on the property constitutes eligible debris.

Eligible debris and other waste shall be taken off-site throughout the demolition process. The **CONTRACTOR** shall not allow debris to accumulate during demolition.

Debris and rubbish including, but not limited to, trash, metal, plastic, and glass, shall be removed from within the footprint of the structure to be demolished. Debris shall be removed and transported in a manner that prevents spillage on streets or adjacent areas. State and local regulations regarding hauling and disposal shall apply.

Load tickets shall be filled out for tracking purposes of the removal of demolition debris and tipping fees and shall include the volume in cubic yards for each load being hauled to the landfill/reduction site. Load tickets shall document cubic yard volume measurements for eligible debris and shall be provided by the **CONTRACTOR**. The load tickets will be sequentially numbered and shall have five (5) parts.

Each load ticket shall contain the following information:

- Ticket Number
- Contract Number including Task order number
- Rights-Of-Entry (ROE) Number
- Date
- Contractor Name
- Sub-Contractor Name & crew ID
- Truck or Roll-off Number
- Point of debris Collection (Address)
- Truck Capacity
- Loading Departure Time/Inspector
- Disposal Site Arrival Time/Inspector
- Actual Debris Volume
- Truck Driver
- Structure condition & classification
- Debris classification (Demolition or General)
- Distance to Drop Off Point
- Disposal Site

The entire five-part load ticket is given to the vehicle operator by a government QAR prior to leaving the loading area. Upon arrival at the disposal site, the vehicle operator shall give the entire five-part load ticket to the QAR. The QAR will verify the hauler and equipment and determine each truck's actual volume of debris that is being hauled, after deducting void spaces, if any. The actual volume of debris will be recorded on the load tickets by the QAR to the nearest cubic yard, and the vehicle operator will be provided with one of the copies. The **CONTRACTOR** will be given two (2) copies of the load ticket, and the original ticket shall be kept by the Contracting Officer or the designated representative. The load tickets shall be submitted with the daily report.

The **CONTRACTOR** shall designate a **CONTRACTOR** Representative (CR) at each project to supervise work in progress. The COR will deal directly with the CR, for normal day-to-day administration of the Agreement provisions, within the limits of their authorities. The CR shall conduct overall management coordination and is the central point of contact with the Contracting Officer for performance of all work under the Agreement. The CR shall have full authority to contractually commit the **CONTRACTOR** for prompt action on all matters pertaining to administration of this Agreement and shall be the on-site **CONTRACTOR** employee who is responsible for safety. The CR shall also be responsible for implementing the **CONTRACTOR** Safety Plan and Daily Safety Plan, have the authority to determine for the **CONTRACTOR** when work is ready for government inspection and make decisions for the **CONTRACTOR** on additional performance of work, when necessary.

The **CONTRACTOR** shall take necessary precautions to ensure that street signs are not moved or damaged. The **CONTRACTOR** may move signs temporarily for protection if they are in danger of being damaged during demolition. The **CONTRACTOR** shall return signs to pre-existing location and condition following completion of demolition.

The **CONTRACTOR** will comply with the safety requirements contained in Safety and Health Requirements Manual, OSHA, EPA, and other state and federal laws that address a safe work environment. This includes the monitoring and safety of all employees who will be performing any work under this Agreement and each of the individual Task Orders.

Compliance with the provisions of this Agreement by subcontractors will be the responsibility of the **CONTRACTOR**.

The **CONTRACTOR** shall obtain all permits necessary to complete the work. The **CONTRACTOR** shall be responsible for determining what permits are necessary to perform under the Agreement. Copies of all permits shall be submitted to the Owner prior to commencement of work under any Task Order. The **CONTRACTOR** shall be responsible for correcting any notices of violations issued as a result of the **CONTRACTOR**'s or any subcontractor's actions or operations during the performance of the Agreement. Corrections for any such violations shall be at no additional cost to the Government. The **CONTRACTOR** shall be responsible for control of pedestrian and vehicular traffic in the work area.

The **CONTRACTOR** shall secure the demolition area to provide a safe work site. The **CONTRACTOR** shall exercise due care to minimize any damage to trees, shrubs, landscaping and general property. The **CONTRACTOR** shall repair any damage caused by the **CONTRACTOR**'s equipment in a timely manner. The **CONTRACTOR** shall take digital photographs of any damages caused by his operations and provide digital copies to the Owner. Any damage to private property shall be repaired at the **CONTRACTOR**'s expense. The debris work area shall be left clean and clear of debris as reasonably and practical under the conditions of this Agreement.

In compliance with FEMA low-impact removal guidance, major demolition activities including placement of equipment and debris removal containers shall be confined to areas where soils have been disturbed by previous construction activities such as site development, construction, surface grading, landscaping, utility trenching, etc. This shall include the use of tracked and/or large-tired equipment to the maximum extent possible in order to minimize the depth of soil disturbance and compaction to a depth of 8 inches or less. The use of heavy equipment shall be prohibited if excessive sinking or rutting (greater than 8 inches) should occur following rainfall events where the ground becomes saturated. Operations involving the use of heavy equipment shall resume after conditions have improved such that excessive sinking or rutting is no longer a problem.

If the **CONTRACTOR** cannot follow the low impact demolition removal guidance for a specific structure to be demolished, he will not commence demolition, and shall immediately inform the Owner.

The **CONTRACTOR** shall use equipment and perform work in a manner to prevent damages to adjacent infrastructure facilities and adjacent rights-of-way, including all landscaped areas. The **CONTRACTOR** shall repair any damage caused by the **CONTRACTOR's** equipment in a timely manner at no expense to the government. The **CONTRACTOR** shall take digital photographs of any damages caused by his operations and provide digital copies to the Owner. All equipment shall be approved by the QAR prior to use. All loading equipment shall have street tracks and wheels to operate on the street/road using buckets and/or boom and grapple devices to remove the load debris. Any damage to private property, sidewalks, curbs, utilities, or streets shall be repaired at the expense of the **CONTRACTOR**.

Before beginning any demolition work, the **CONTRACTOR** shall visually survey the site to identify any problem areas. The **CONTRACTOR** shall take necessary precautions to avoid damage to adjacent properties. The **CONTRACTOR** shall protect all fire hydrants and all utilities during work operations. Any damaged items shall be repaired or replaced as approved by the Contracting Officer, as a non-reimbursable expense. The **CONTRACTOR** shall coordinate the work of this section with all other work.

The **CONTRACTOR** shall plan the work to minimize the impact on the neighborhood. The **CONTRACTOR** shall conduct the work so as not to interfere with the disaster response and recovery activities of federal, state, and local governments or agencies, or of any public utilities.

The government reserves the right to inspect the site, verify quantities and review operations at any time.

Trees outside the project site which might be damaged during demolition shall be left in place and shall be protected. Any such tree(s) damaged during the work under this Agreement or Task Orders shall be replaced.

Post-Demolition Cleanup – The **CONTRACTOR** shall remove all signs of temporary construction facilities, work areas, structures, or temporary structures, stockpiles of excess waste materials, or any other vestiges of demolition. The area shall be restored to near pre-existing conditions, with the exception of those structures demolished as part of this Agreement. Restoration to original contours will generally not be required, unless specifically directed by the Owner or the designated representative. However, all restored areas shall be smoothly and evenly dressed.

Upon termination or completion of this Agreement or Task Order(s) the **CONTRACTOR** shall vacate and remove, or cause to be vacated or removed, all property belonging to **CONTRACTOR**, any subcontractor, agent or employee.

Any property not removed shall be deemed abandoned by the Owner and any cost incurred by the government in disposal of same shall be withheld from final payment due.

2. Structure demolition with RACM construction and demolition debris loaded at the designated work zone and hauled to an approved Type I/II landfill. **CONTRACTOR** shall disconnect and cap the

sewer and water line and coordinate all required disconnects by private utility companies. Search safely accessible structures, including garages and detached outbuildings, and remove all white goods, e-waste and household hazardous waste for ROW collection. (Does not include removal of concrete slabs.)

W. Concrete Removal

1. At the direction of the Owner, **CONTRACTOR** shall load, haul, and dump broken concrete at an approved landfill.
2. At the direction of the Owner, **CONTRACTOR** shall demolish concrete slabs, beams and columns and haul to an approved disposal site.

X. Creosote Timber Piling Removal

CONTRACTOR shall load, haul and dispose at an Owner approved Type I/II landfill all eligible creosote timber piling and miscellaneous creosote timber.

Y. E-Waste

E-Waste products shall be disposed of in an appropriate manner. Examples of E-Waste include, but are not limited to: computers, televisions, radios, VCR's, stereos, copiers, fax machines and other common electronic products.

Z. Household Hazardous Waste Collection and Disposal

Residents are directed to sort the debris by material type and place it at the curb in separate piles. Trucks designated for a particular debris type shall collect the assigned debris and deliver it to a temporary staging area, or debris management site, reduction, recycling, or directly to an authorized disposal facility. Source segregated debris collection offers the potential of high salvage value and efficient recycling/reduction processing. This method will be primary when collecting hazardous and household hazardous waste and white goods. Ultimate disposal cost should be included in the per pound price. Final disposal sites require approval from the jurisdiction.

AA. Tire Removal

CONTRACTOR shall load, haul and dispose of or recycle all eligible tires.

BB. River and Canal Shoreline Restoration

CONTRACTOR shall perform river and canal shoreline restoration to include any necessary excavation, compaction, fill, and backfill of embankment soils and materials to restore banks to preexisting conditions insofar as possible.

1. Excavation – **CONTRACTOR** will perform any necessary excavations of shoreline to facilitate restoration including removal of storm-strewn minor obstructions and storm-related aggregations of soils, gravels, and other shoreline material to restore shoreline elevations. Prevention of surface water from flowing into or accumulating in excavations must also be accomplished. Excavated soils should be stockpiled to use for fill or backfill.
2. Compaction – Compaction shall be accomplished by moistening, rolling, or tamping to obtain stable shoreline density.
3. Backfill and Fill – Place soil material in layers to required elevations and shoreline slopes. Bank slopes to match existing insofar as possible.
 - a. In excavations, use satisfactory excavated or borrow material.
 - b. Under grassed areas, use satisfactory excavated or borrow material.
 - c. Under walks and pavements, use sub-base material and utilize shoulders to prevent lateral movement.
 - d. Under steps use sub-base material.
 - e. Under building slabs, use drainage fill material.
 - f. Under piping or conduit, use sub-base material and shape to fit bottom 90 degrees of cylinder.

Remove vegetation, debris, and deleterious materials from ground surface prior to placement of fills. Plow, strip, or break-up sloped surfaces steeper than 1 vertical to 4 horizontals so that fill material will bond with existing surface.

Before compaction, moisten or aerate each layer as necessary to provide optimum moisture content. Place fill and backfill only on surfaces of appropriate moisture content. Place backfill and fill materials evenly adjacent to structures. Grade areas disturbed by **CONTRACTOR's** operations. Remove excess, excavated, and waste materials, including trash and debris, and legally dispose of it at approved debris site.

CC. Power and Light Sources

CONTRACTOR must be prepared to provide light and power sources to the government entity within 24 hours of request. **CONTRACTOR** must be able to supply these items to multiple locations simultaneously without interruption.

DD. Stadium-Style Light Tower

CONTRACTOR shall provide necessary lighting towers as per pricing schedule.

EE. National Incident Management System (NIMS) Training

CONTRACTOR shall provide NIMS training for all employees as needed by a FEMA-certified instructor. Upon completion of training, documentation shall be supplied as proof of completion.

FF. Assistance in Development of a Debris Management Plan

CONTRACTOR shall assist Owner in the development of a debris management plan to include but not limited to the establishment of a command and communication center, the hierarchy of routes to be opened, the identification of DMS locations, and landfills for final disposal.

GG. Additional Services and Materials

CONTRACTOR shall provide Owner with any additional services and materials on an as needed basis as directed by Owner.

HH. Emergency Road Clearance

The following services shall be provided by the **CONTRACTOR**

- Provide Equipment, Labor and Materials necessary to open traffic lanes as designated by the City/Parish, to include pushing of debris off the roadway sufficiently to allow safe vehicular traffic on all lanes. The services include, but are not limited to, cutting and removing vegetative debris and other debris to a point two feet beyond the curb and gutter section or to a point two feet beyond the edge of the pavement.
- Provide traffic control (day and/or night).
- Coordinate with Utility Companies, as required, to permit safe removal of debris

EXHIBIT B

Pricing Schedule

A. Right of Way (ROW) Clearing and/or removing debris from the public right-of-way, streets and roads

1. Load and Haul vegetative debris to a Debris Management Site (DMS):

\$ 7.90 per cubic yard for 0-5 miles, one-way haul
\$ 8.00 per cubic yard for 5.1-10 miles, one-way haul
\$ 8.50 per cubic yard for 10.1-15 miles, one way haul
\$ 9.50 per cubic yard for 15.1-30 miles, one way haul

2. a. Load and Haul Construction and Demolition (C&D) and Mixed Debris to a Debris Management Site (DMS)

\$ 7.90 per cubic yard for 0-5 miles, one-way haul
\$ 8.00 per cubic yard for 5.1-10 miles, one-way haul
\$ 8.50 per cubic yard for 10.1-15 miles, one way haul
\$ 9.50 per cubic yard for 15.1-30 miles, one way haul

- b. Load and Haul C&D and Mixed Debris directly to final disposal

\$ 8.25 per cubic yard for 0-5 miles, one-way haul
\$ 9.25 per cubic yard for 5.1-10 miles, one-way haul
\$ 10.25 per cubic yard for 10.1-15 miles, one way haul
\$ 11.25 per cubic yard for 15.1-30 miles, one way haul

B. Management and operation of DMS to accept, process, and reduce disaster related debris

1. The cost associated with managing, accepting, processing, and reducing vegetative debris through grinding

\$ 4.00 per cubic yard

2. The cost associated with managing, accepting, processing, and reducing vegetative debris through burning.

\$ 2.60 per cubic yard

3. The cost associated with managing, accepting, processing, and reducing construction and demolition debris through compaction

\$ 3.75 per cubic yard

C. Haul out

Haul out residual debris to final disposal

\$ 3.80 per cubic yard for 0-15 miles, one-way haul
 \$ 4.80 per cubic yard for 15.1-30 miles, one-way haul
 \$ 6.00 per cubic yard for 30.1-60 miles, one way haul

D. Right of Way (ROW) stumps

Removal and Disposal of hazardous stumps from the ROW

24" diameter and up, but less than 36" diameter: \$ 190.00 ea
 36" diameter and up, but less than 48" diameter: \$ 290.00 ea
 48" diameter and up, but less than 72" diameter: \$ 370.00 ea
 Equal to or greater than 72" diameter: \$ 445.00 ea
 Removal of non-hazardous stumps from the ROW placed there by others (as per FEMA Stump Conversion Table) \$ 16.00 CY

E. Right of Way (ROW) cutting partially uprooted or split trees (Leaners)

Felling partially uprooted or split trees from the ROW or the overhanging portion of the ROW and placing the debris in the ROW for removal as ROW debris

1. Partially uprooted leaner (price is inclusive of excavating the root ball and placing it in the ROW)

*Less than 24" \$ 125.00 per tree
 *24 - 36" \$ 225.00 per tree
 *Greater than 36" \$ 325.00 per tree

* Diameter of tree at 2 feet from base

F. Right of Way (ROW) removal of dangerous hanging limbs (Hangers)

Removing hanging or partially broken limbs from trees in the ROW or limbs hanging over the ROW and placing the debris in the ROW for removal as ROW debris

\$ 80.00 per tree

G. Private Property Debris Removal (PPDR)

Load and Haul vegetative debris to a Debris Management Site (DMS):

\$ 10.50 per cubic yard for 0-5 miles, one-way haul
 \$ 11.00 per cubic yard for 5.1-10 miles, one-way haul
 \$ 11.50 per cubic yard for 10.1-15 miles, one way haul
 \$ 12.00 per cubic yard for 15.1-30 miles, one way haul

Load and Haul Construction and Demolition (C&D) debris to a Debris Management Site (DMS)

\$ 10.50 per cubic yard for 0-5 miles, one-way haul
\$ 11.00 per cubic yard for 5.1-10 miles, one-way haul
\$ 11.50 per cubic yard for 10.1-15 miles, one way haul
\$ 12.00 per cubic yard for 15.1-30 miles, one way haul

Load and Haul C&D directly to final disposal

\$ 12.00 per cubic yard for 0-5 miles, one-way haul
\$ 12.50 per cubic yard for 5.1-10 miles, one-way haul
\$ 13.00 per cubic yard for 10.1-15 miles, one way haul
\$ 13.50 per cubic yard for 15.1-30 miles, one way haul

The cost associated with the removal of PPDR hazardous stumps will be invoiced utilizing the following categories:

24" diameter and up, but less than 36" diameter: \$ 200.00 ea
36" diameter and up, but less than 48" diameter: \$ 265.00 ea
48" diameter and up, but less than 72" diameter: \$ 390.00 ea
Equal to or greater than 72" diameter: 445.00
Uprooted or Split Trees (Leaners) \$ 175.00 ea

Falling partially uprooted or split trees from private property or the overhanging portion of the private property and placing the debris on the property or the ROW debris for haul off as PPDR debris

*Less than 24" \$ 125.00 per tree
*24 - 36" \$ 195.00 per tree
*Greater than 36" \$ 250.00 per tree

* Diameter of tree at 2 feet from base

Removal of dangerous hanging limbs (Hangers)

Removing hanging or partially broken limbs from trees in ROE or limbs hanging over the ROE and placing the debris on the private property or in the ROW for haul-off as PPDR debris.

\$ 95.00 per tree

II. Canal silt removal and disposal

Marine based removal:
0-5 mile one way haul \$ 62.00 per cubic yard

5.1-10 mile one way haul \$ 64.00 per cubic yard
 10.1-15 mile one way haul \$ 68.00 per cubic yard

Land based removal:

0-5 mile one way haul \$ 24.00 per cubic yard
 5.1-10 mile one way haul \$ 28.00 per cubic yard
 10.1-15 mile one way haul \$ 32.00 per cubic yard

I. Drainage ditches silt and debris removal

Ditch width 0-4.0 feet \$ 12.00 per linear foot
 Ditch width 4.1-8 feet \$ 16.00 per linear foot
 Ditch width 8.1-12 feet \$ 24.00 per linear foot
 Ditch width 12.1-16 feet \$ 32.00 per linear foot
 Ditch width 16.1-20 feet \$ 38.00 per linear foot
 Ditch width 20.1-30 feet \$ 42.00 per linear foot

Debris to be placed on the ROW for collection as regular debris. Silt to be hauled and disposed of at \$ 16.00 per cubic yard

J. Cleaning and clearing of storm drain lines

Drain Line Diameter 0-15.0 inches \$ 8.50 per linear foot

Drain Line Diameter 15.01-36 inches \$ 18.00 per linear foot

Debris to be placed on the ROW for collection as regular debris. Silt to be hauled and disposed of at \$ 16.00 per cubic yard

K. Cleaning and clearing of catch basins and inlets

4' X 4' \$ 60.00 each
 8' X 8' \$ 100.00 each
 10' X 10' \$ 200.00 each
 20' X 20' \$ 400.00 each

L. Backfill

Supply and placement of clean fill dirt into holes created by stump removal in the ROW.

\$ 16.00 per cubic yard

M. Removal and destruction of carcass

\$ 1.00 per pound

N. Loading and hauling of white goods

\$ 40.00 per unit

O. Removal and disposal of freon

\$ 40.00 per unit

P. Sunken vessel removal

Price proposal for vessel salvage and recovery:

1. Marine based salvage operations:

a. Recreational vessels up to 24' in length

1. Flat & V- Hulled Vessels \$ 175.00 per linear foot

2. Keelred Vessels \$ 195.00 per linear foot

b. Recreational vessels 25' up to 35' in length

1. Flat & V- Hulled Vessels \$ 200.00 per linear foot

2. Keelred Vessels \$ 225.00 per linear foot

c. Recreational vessels 35' up to 36' in length

1. Flat & V- Hulled Vessels \$ 250.00 per linear foot

2. Keelred Vessels \$ 275.00 per linear foot

d. Recreational vessels 36' up to 48' in length

1. Flat & V- Hulled Vessels \$ 300.00 per linear foot

2. Keelred Vessels \$ 325.00 per linear foot

e. Recreational vessels above 48' in length

1. Flat & V- Hulled Vessels \$ 395.00 per linear foot

2. Keelred Vessels \$ 425.00 per linear foot

2. Land based salvage operations:

a. Recreational vessels up to 24' in length

1. Flat & V- Hulled Vessels \$ 95.00 per linear foot

2. Keelred Vessels \$ 115.00 per linear foot

b. Recreational vessels 25' up to 35' in length

1. Flat & V- Hulled Vessels \$ 115.00 per linear foot
 2. Keel Vessels \$ 130.00 per linear foot
- c. Recreational vessels 25' up to 36' in length
1. Flat & V- Hulled Vessels \$ 160.00 per linear foot
 2. Keel Vessels \$ 175.00 per linear foot
- d. Recreational vessels 36' up to 48' in length
1. Flat & V- Hulled Vessels \$ 190.00 per linear foot
 2. Keel Vessels \$ 205.00 per linear foot
- e. Recreational vessels above 48' in length
1. Flat & V- Hulled Vessels \$ 205.00 per linear foot
 2. Keel Vessels \$ 220.00 per linear foot

Q. Derelict vehicle and vessel removal (from land)

Pricing proposal for vehicle and vessel recovery:

1. Transfer/Tow of typical passenger car: \$ 100.00 ea
2. Transfer/Tow and handling of
Recreational vessels up to 24' in length
 - a. Flat & V- Hulled Vessels \$ 50.00 per linear foot
 - b. Keel Vessels \$ 60.00 per linear foot
3. Transfer/Tow and handling of
Recreational vessels 25' up to 35' in length
 - a. Flat & V- Hulled Vessels \$ 60.00 per linear foot
 - b. Keel Vessels \$ 70.00 per linear foot
4. Transfer/Tow and handling of
Recreational vessels 25' up to 36' in length
 - a. Flat & V- Hulled Vessels \$ 70.00 per linear foot
 - b. Keel Vessels \$ 80.00 per linear foot
5. Transfer/Tow and handling of
Recreational vessels 36' up to 48' in length
 - a. Flat & V- Hulled Vessels \$ 80.00 per linear foot
 - b. Keel Vessels \$ 90.00 per linear foot

6. Transfer/Tow and handling or
Recreational vessels above 48' in length

a. Flat & V- Hulled Vessels \$ 90.00 per linear foot
b. Keelred Vessels \$ 100.00 per linear foot

R. Operation of secure aggregation site for vehicles and vessels:

\$ 1,600.00 per day

S. Travel trailer installation and maintenance

Price proposal for trailer installation:

Basic Trailer Installation: \$ 800.00 per trailer

As needed services:

Buried Sewer Line: \$ 12.00 per linear foot
Install Sewer Tap: \$ 1,600.00 per tap
Buried Water Line: \$ 10.00 per linear foot
Municipal Water Tap: \$ 1,500.00 per tap
Power Pole with Meter: \$ 1,200.00 per pole
Water Line Winterization: \$ 800.00 per linear foot
Handicap Ramp: \$ 1,500.00 each
Direct Wiring to Well Pump Switch: \$ 650.00 per pump
Above Ground Electrical Excess \$ 8.50 per linear foot
Provide Additional Potable Water Hose: \$ 25.00 per 25'
Provide and Install Generator: \$ 2,500.00 per 5kw gen.
Direct Burial of 50 Amp Service: \$ 18.00 per linear foot
Handicap Platform Steps: \$ 500.00 each

T. Marine Debris Removal

Price proposal for removal of debris from a marine environment, using either land or marine based equipment.

1. Vegetative Debris

Land Based: \$ 48.00 cubic yard

Marine Based: \$ 125.00 cubic yard

I. C & D and Mixed Debris

Land Based: \$ 48.00 cubic yard
Marine Based: \$ 115.00 cubic yard

1. White Goods

Land Based: \$ 48.00 cubic yard
Marine Based: \$ 115.00 cubic yard

1. Creosote Timbers

Land Based: \$ 75.00 cubic yard
Marine Based: \$ 145.00 cubic yard

1. Tires

Land Based: \$ 60.00 cubic yard
Marine Based: \$ 130.00 cubic yard

1. E-Waste

Land Based: \$ 48.00 cubic yard
Marine Based: \$ 115.00 cubic yard

U. Supplemental water and food sources

1. Meals Ready to Eat (MRE) (Heater Meals entrees) can be provided at the following cost:

\$ 4.75 per meal with an order of 14,400 meals

2. Meals Ready to Eat (MRE) (Heater Meals Plus) can be provided at the following cost:

\$ 5.25 per meal with an order of 14,400 meals

3. SunMeadow Hot Meal: \$ NA one meal cost

SunMeadow Hot Meal Pack: \$ NA one meal cost

SunMeadow 3-meal Pack: \$ 20.50 cost per pack

4. 1-Liter bottled water in cases (12 per case): \$ 6.50 per case

1-Gallon bottled water in cases (4 per case): \$ 5.25 per case

5. Emergency Ice: \$ 1.95 per 7 lb. bag

Trucking and storing of above listed items shall be invoiced at actual cost plus 18 % mark up.

V. Demolition of structures

1. Structure demolition with construction and demolition debris loaded at the designated work zone and hauled to an approved commercial landfill. Contractor shall disconnect and cap the sewer and water line and coordinate all required disconnects by private utility companies. Search safely accessible structures, including

garages and detached outbuildings, and remove all white goods, e-waste and household hazardous waste for ROW collection. Does not include removal of concrete slabs.

0-5 mile one way haul	\$ 14.95	per cubic yard
5.1-10 mile one way haul	\$ 15.95	per cubic yard
10.1-15 mile one way haul	\$ 16.95	per cubic yard

2. Structure demolition with RACM construction and demolition debris loaded at the designated work zone and hauled to an approved Type I/II landfill. Contractor shall disconnect and cap the sewer and water line and coordinate all required disconnects by private utility companies. Search safely accessible structures, including garages and detached outbuildings, and remove all white goods, e-waste and household hazardous waste for ROW collection. Does not include removal of concrete slabs.

0-5 mile one way haul	\$ 19.95	per cubic yard
5.1-10 mile one way haul	\$ 20.95	per cubic yard
10.1-15 mile one way haul	\$ 21.95	per cubic yard
15.1-30 mile one way haul	\$ 22.95	per cubic yard
30.1-60 mile one way haul	\$ 23.95	per cubic yard

W. Concrete removal

1. Contractor to load and haul broken concrete from the ROW and dispose at an Owner approved site:

0-5 mile one way haul	\$ 10.00	per cubic yard
5.1-10 mile one way haul	\$ 11.00	per cubic yard
10.1-15 mile one way haul	\$ 12.00	per cubic yard

2. Contractor to demolish concrete slabs and haul and dispose at an Owner approved site:

0-15 mile one way haul	\$ 16.00	per cubic yard
15.1-30 mile one way haul	\$ 18.00	per cubic yard
30.1-60 mile one way haul	\$ 20.00	per cubic yard

X. Creosote timber piling removal

Creosote timber piling removal and disposal

0-15 mile one way haul	\$ 24.00	per cubic yard
15.1-30 mile one way haul	\$ 26.00	per cubic yard
30.1-60 mile one way haul	\$ 28.00	per cubic yard

Y. E-Waste

Contractor to collect from ROW and dispose at an owner approved site:

\$ 40.00 per unit

Z. Household hazardous waste

Contractor to collect from ROW and dispose at an owner approved site:

\$ 8.90 per pound

AA. Tire removal

Tire Removal and Disposal or Recycle

\$ 8.00 each

BB. River and canal shoreline restoration

River and Canal Shoreline Restoration:

\$ 24.90 per linear foot

CC. Power sources

Please provide pricing for emergency generators

1) 20kw Generator:	\$ <u>9,000</u> per month / \$ <u>3,000.00</u> per week
2) 56kw Generator:	\$ <u>18,000</u> per month / \$ <u>6,000.00</u> per week
3) 100kw Generator:	\$ <u>24,000</u> per month / \$ <u>8,000.00</u> per week
4) 175kw Generator:	\$ <u>37,500</u> per month / \$ <u>12,500.00</u> per week
5) 240kw Generator:	\$ <u>45,000</u> per month / \$ <u>15,000.00</u> per week
6) 320kw Generator:	\$ <u>55,500</u> per month / \$ <u>18,500.00</u> per week
7) 500kw Generator:	\$ <u>78,000</u> per month / \$ <u>26,000.00</u> per week
8) 1000kw Generator:	\$ <u>150,000</u> per month / \$ <u>50,000.00</u> per week

All generator pricing is based on standard run times (8 hour day & 40 hour week). any run time over these will be subject to double run time.

DD. Stadium style light tower

\$ 4,500.00 per month / \$ 1,700.00 per week

Shipping, setting, operation, maintenance, fueling, insurance, security and recovery of generators and lights shall be invoiced at actual cost plus _____% mark up:

EE. National Incident Management System (NIMS) training

\$ 0.00 per person/per year

FF. Assistance in development of a debris management plan

\$ 2,500.00 per year

GG. Additional services and materials as needed

Cost plus 15 %

(All final disposal fees will be a pass-through cost, with contractor invoicing the agency at actual cost without additional fees.)

HH. Emergency Road Clearance

The cost associated with emergency road clearance will be billed by hourly rates. See Hourly Rates below:

Equipment/Hourly	Unit	Unit Price
Broom- Mechanized	Hour	\$85.00
Bucket Truck- 50 ft.	Hour	\$150.00
Bucket Truck- 50 ft. to 75 ft.	Hour	\$200.00
Chipper w/ 2 man crew(Morback Storm)	Hour	\$125.00
Crane- Up to 15 ton	Hour	\$150.00
Crane- 30 ton or larger	Hour	\$250.00
Crane- 50 ton	Hour	\$370.00
Crane- 100 ton	Hour	\$500.00
Dozer- CAT D4	Hour	\$125.00
Dozer- CAT D6	Hour	\$145.00
Dozer- CAT D7	Hour	\$165.00
Dozer- CAT D8	Hour	\$190.00
Dump Trailer w/ Tractor, 30 to 40 CY	Hour	\$125.00
Dump Trailer w/ Tractor, 41 to 50 CY	Hour	\$135.00
Dump Trailer w/ Tractor, 51 to 60 CY	Hour	\$140.00
Dump Truck- 16-30 CY	Hour	\$95.00
Dump Truck- 31-60 CY	Hour	\$105.00
Dump Truck- 61-100 CY	Hour	\$130.00
Dump Truck- Trailer, 24-40 CY	Hour	\$95.00
Dump Truck- Trailer, 41-60 CY	Hour	\$130.00
Dump Truck- Trailer, 50-80 CY	Hour	\$140.00
Equipment transports	Hour	\$140.00
Excavator- Trackhoe?(2-3 cy capacity)	Hour	\$130.00
Excavator- CAT 320	Hour	\$150.00
Excavator- CAT 325	Hour	\$165.00
Excavator- CAT 330	Hour	\$180.00
Excavator- Rubber tired w/ debris grapple	Hour	\$180.00
Forklift- Extends Boom w/ debris grapple	Hour	\$100.00
Fuel Truck(1000 gallon)	Hour	\$75.00
Light Plant- Portable	Hour	\$75.00
Loader- Bobcat 753 or JD648-E w/ debris grapple	Hour	\$125.00
Loader- Rubber tired front end(2-5 cy capacity)	Hour	\$125.00
Loader- Front End, 544 or equal w/debris grapple	Hour	\$165.00
Loader- Knuckleboom- 216 Prentice	Hour	\$140.00
Loader- Self, Knuckle Boom Truck, 25-35 CY Body	Hour	\$190.00
Loader- Self, Knuckle Boom Truck, 35-45 CY Body	Hour	\$240.00
Loader- Skid Steer-753 Bobcat w/bucket	Hour	\$125.00
Loader- Steer-753 Bobcat Skid w/ street sweeper	Hour	\$125.00
Loader -Trackhoe 690 JD or equal	Hour	\$150.00
Loader- Wheel, CAT 955	Hour	\$165.00
Loader- Wheel, CAT 966	Hour	\$185.00
Low Bed Equipment Trailer, 35 ton capacity, & tractor	Hour	\$140.00
Motor Grader-CAT 125- 140 HP	Hour	\$125.00
Passenger Car	Hour	\$15.00
Passenger Van	Hour	\$20.00
Power Screen	Hour	\$100.00
Stump Grinder/ Vermeer 252	Hour	\$100.00
Trackhoe - CAT 320	Hour	\$150.00
Tractor- Box Blade	Hour	\$75.00
Tree Trimming Truck w/ chipper and Bucket	Hour	\$200.00
Tub Grinder- 12 foot/ Morbark 1200	Hour	\$450.00
Tub Grinder- 13 foot/ Morbark 1300	Hour	\$480.00
Tub Grinder- 14 foot/ Diamond Z 1463	Hour	\$585.00

Tub grinder- 300-400	Hour	\$450.00
Tub grinder- Horiz , Diamond Z or equal	Hour	\$525.00
PERSONNEL	Hour	Unit Price
Administrative Assistant	Hour	\$35.00
Carpenter	Hour	\$50.00
Clerical/ Individual	Hour	\$35.00
Climber w/ gear	Hour	\$125.00
Crew Leader	Hour	\$70.00
Electricians	Hour	\$65.00
Fabricator	Hour	\$55.00
Field technicians	Hour	\$65.00
Foreman	Hour	\$70.00
Foreman w/ truck	Hour	\$75.00
Inspector w/ vehicle	Hour	\$65.00
Laborer	Hour	\$40.00
Operator w/ chainsaw	Hour	\$45.00
Project Manager	Hour	\$90.00
Security Personnel	Hour	\$50.00
Superintendent w/ truck	Hour	\$75.00
Survey person w/ truck	Hour	\$70.00
Traffic Control	Hour	\$35.00
Tree Trimmer (crew)	Hour	\$35.00
Truck driver	Hour	\$45.00
Vehicle Mechanic	Hour	\$45.00
Welder	Hour	\$45.00
Worker to assist with potable water	Hour	\$35.00

Hazardous Material Spill Response - Hazardous Waste Remediation & Mass Decontamination

	Unit	Cost
HAZ MAT Response Pricing		
PROJECT CLASSIFICATION		
PROJECT COORDINATOR	Hour	\$70.00
FIELD HAZ MATERIAL MANAGER	Hour	\$125.00
HM CONTAIN AREA MANAGER	Hour	\$70.00
FIELD PROJECT SUPERVISOR	Hour	\$45.00
HM CONTAIN AREA SUPERVISOR	Hour	\$80.00
FIELD PROJECT FOREMAN	Hour	\$45.00
HM CONTAINMENT AREA FOREMAN	Hour	\$70.00
FIELD HM TECHNICIAN	Hour	\$55.00
HM CONTAIN AREA TECHNICIAN	Hour	\$60.00
HEALTH & SAFETY SPECIALIST	Hour	\$60.00
PROJECT ENGINEER	Hour	\$75.00
PROJECT GEOLOGIST	Hour	\$75.00
CHEMIST	Hour	\$70.00
REGULATORY MANAGER	Hour	\$130.00
EQUIPMENT OPERATOR	Hour	\$45.00
ASBESTOS ABATEMENT SUPERVISOR	Hour	\$60.00
ASBESTOS ABATEMENT WORKER	Hour	\$50.00

ASBESTOS INSPECTOR	Hour	\$55.00
TRUCK DRIVER	Hour	\$40.00
ADMINISTRATIVE ASSISTANT	Hour	\$35.00
CLERICAL	Hour	\$35.00

Additional equipment and Support

VEHICLES/TRANSPORTATION		
PICKUP TRUCK	DAY	\$135.00
PICKUP TRUCK EXTENDED CAB	DAY	\$165.00
PICKUP TRUCK 4 X 4	DAY	\$245.00
PICKUP TRUCK 1 TON	DAY	\$245.00
BOX TRUCK	DAY	\$245.00
PASSENGER CAR	DAY	\$90.00
20' RESPONSE TRAILER	DAY	\$450.00
36' RESPONSE TRAILER	DAY	\$750.00
OFFICE TRAILER	DAY	\$65.00
FLATBED TRAILER	DAY	\$200.00
VEHICLE USE- PICKUPS, VANS, CARS	MILE	\$1.25
VEHICLE USE- TRAILERS, HEAVY TRUCKS	MILE	\$1.95
12' WORK BOAT W/MOTOR	DAY	\$1,250.00
12' WORK BOAT W/O MOTOR	DAY	\$1,000.00
VACUUM TRUCK 3500 GALLON	DAY	\$3,000.00
PERSONAL PROTECTIVE EQUIPMENT (PPE)		
LEVEL A EMPLOYEE FULLY ENCAPSULATED SUIT, SCBA, 1 SCBA BOTTLE, GLOVES AND BOOTS (DOES NOT INCLUDE SUIT, GLOVE, OR BOOT REPLACEMENT)	DAY	\$1,150.00
LEVEL B EMPLOYEE PROTECTIVE COVERALL, SCBA OR AIRLINE RESPIRATOR, GLOVES, BOOTS, AND HARD HATS (DOES NOT INCLUDE COVERALL OR GLOVE REPLACE.)	DAY	\$525.00
LEVEL C EMPLOYEE PROTECTIVE COVERALL, HALF OR FULL FACE RESPIRATOR, CARTRIDGES, GLOVES, BOOTS, AND HARD HATS (DOES NOT INCLUDE COVERALL, CARTRIDGE, OR GLOVE REPLACEMENT)	DAY	\$255.00
SCBA BOTTLES REFILL- AFTER THE FIRST INCLUDED IN LEVEL A & B CHARGE ABOVE	EACH	\$40.00
CASCADE AIR SYSTEM PER EMPLOYEE	DAY	\$1.00
AIR FILTRATION PANAL	DAY	\$190.00
AIRLINE RESPIRATOR EACH INCLUDES 150 FEET OF AIRLINE	DAY	\$275.00
RESPIRATOR AIRLINE 50' SECTION	EACH	\$230.00
RESPIRATOR CARTRIDGES	PAIR	\$45.00
LEVEL A SUIT- KAPPLER RESPONDER OR EQUAL	EACH	\$1,050.00
LEVEL B SUIT- KAPPLER RESPONDER OR EQUAL	EACH	\$450.00

TYVEK	EACH	\$12.00
PROSHIELD	EACH	\$10.00
SARANEX	EACH	\$40.00
ACID SUIT	EACH	\$125.00
RAIN SUIT	EACH	\$45.00
NEOPRENE GLOVES	PAIR	\$15.00
NITRILE GLOVES	PAIR	\$1.00
SILVERSHIELD GLOVES	PAIR	\$15.00
PVC GLOVES	PAIR	\$5.00
COTTON OR LATEX GLOVES	PAIR	\$3.00
LEATHER WORK GLOVES	PAIR	\$15.00
PVC BOOTS (HAZMAX)	PAIR	\$40.00
BOOT COVERS	PAIR	\$4.00
HEARING PROTECTION	PAIR	\$1.00
HIGH HAZARD PERSONNEL DECONTAMINATION	DAY	\$50.00
LOW HAZARD PERSONNEL DECONTAMINATION	DAY	\$20.00
PORTABLE EYEWASH STATION	DAY	\$50.00
FIRST AID STATION	DAY	\$175.00
PERSONNEL RETRIEVAL SYSTEM	DAY	\$195.00
PERSONNEL RETRIEVAL HARNESS	DAY	\$40.00
MONITORING/SAMPLING EQUIPMENT		
COMBUSTIBLE GAS INDICATOR	DAY	\$100.00
TOXIC GAS DETECTOR	DAY	\$195.00
PHOTOIONIZATION DETECTOR	DAY	\$110.00
HAZCAT KIT	DAY	\$425.00
DETECTOR TUBES	TEN PACK	\$370.00
PH PAPER	PACK	\$35.00
SPILL CLASSIFIER	STRIP	\$15.00
PERSONNEL AIR SAMPLING PUMP	DAY	\$45.00
ASBESTOS BULK SAMPLE	EACH	\$90.00
HAND AUGER STAINLESS STEEL	DAY	\$25.00
RECOVERY EQUIPMENT		
HAND OPERATED TRANSFER PUMP	DAY	\$70.00
1" DIAPHRAGM PUMP	DAY	\$120.00
2" DIAPHRAGM PUMP	DAY	\$170.00
2" DIAPHRAGM PUMP S. S.	DAY	\$250.00
3" DIAPHRAGM PUMP	DAY	\$130.00
1" SUCTION OR DISCHARGE HOSE	DAY	\$60.00
2" SUCTION OR DISCHARGE HOSE	DAY	\$90.00
3" SUCTION OR DISCHARGE HOSE	DAY	\$115.00
2" CHEMICAL SUCTION OR DISCHARGE HOSE	DAY	\$180.00
3" CHEMICAL SUCTION OR DISCHARGE HOSE	DAY	\$250.00
SMALL COMPRESSOR	DAY	\$80.00
185 CFM COMPRESSOR	DAY	\$175.00
AIRHOSE SECTION	DAY	\$25.00
MISCELLANEOUS EQUIPMENT		

SPIKE BAR	DAY	\$45.00
AIRLESS SPRAYER	DAY	\$185.00
PRESSURE WASHER	DAY	\$240.00
WATER HOSE SECTION (GARDEN)	EACH	\$6.00
CUTTING TORCH	DAY	\$150.00
WIRE WELDER	DAY	\$185.00
AIR BLOWER	DAY	\$75.00
HEPA VAC	DAY	\$125.00
BARREL CART	DAY	\$20.00
WHEELBARROW	DAY	\$15.00
OIL DRY SPREADER	DAY	\$20.00
TRAFFIC CONTROL VESTS, CONES, FLAGS, BARRELS, ETC. (one crew)	DAY	\$65.00
DRILL WITH BITS	DAY	\$40.00
GROUNDING CABLE AND ROD	DAY	\$40.00
CIRCULAR SAW	DAY	\$40.00
HAND TOOLS PER EMPLOYEE SHOVELS, SCOOPS, BROOMS, RAKES, HOES, ETC.	DAY	\$15.00
TOOL KIT HAMMERS, PLIERS, SCREWDRIVERS, ETC.	DAY	\$20.00
WRENCH KIT BUNG WRENCH, SPEED WRENCH, PIPE WRENCH, SOCKETS, CHANNEL LOCKS	DAY	\$20.00
STEP LADDERS	DAY	\$10.00
EXTENSION LADDERS	DAY	\$15.00
PHOTOGRAPHIC EQUIPMENT	DAY	\$25.00
FLASHLIGHTS	EACH	\$10.00
HANDHELD RADIOS	DAY	\$20.00
MATERIALS/DISPOSABLES		
5" X 10' ABSORBENT BOOM- PETROLEUM	EACH	\$35.00
8" X 10' ABSORBENT BOOM- PETROLEUM	EACH	\$50.00
3" X 12' ABSORBENT BOOM- UNIVERSAL	EACH	\$25.00
ABSORBENT PADS BUNDLE- PETROLEUM	EACH	\$115.00
ABSORBENT PADS BUNDLE- UNIVERSAL	EACH	\$170.00
ABSORBENT CLAY BAG	EACH	\$40.00
OIL DRY	EACH	\$20.00
PEAT MOSS	EACH	\$45.00
VERMICULITE	EACH	\$40.00
SODA ASH BAG	EACH	\$40.00
4 MIL 20 X 100 POLYETHYLENE	EACH	\$90.00
6 MIL 20 X 100 POLYETHYLENE	ROLL	\$110.00
6 MIL BAGS	EACH	\$8.00
DUCT TAPE	ROLL	\$5.00
55-GALLON DRUMS	EACH	\$70.00
55-GALLON DRUM LINERS 10 MIL	EACH	\$15.00
FIBER DRUMS	EACH	\$70.00
30-GALLON OVERPACK	EACH	\$150.00
95-GALLON POLY OVERPACK	EACH	\$350.00

DOT HAZARDOUS WASTE LABELS	EACH	\$40.00
FIRE EXTINGUISHER	EACH	\$90.00
CAUTION/HAZARD TAPE	EACH	\$3.00
RESPIRATOR WIPES	EACH	\$4.00
KAPPLER TAPE	ROLL	\$15.00

Note: All overtime is 1.5 times Hourly Rate / Overtime applies after 8 hours each day

Additional Equipment

Description	Unit	Unit Price
High Volume Diesel Powered suction lift trash pump with speed adjustment 4X4	per Month	\$3,500
High Volume Diesel Powered suction lift trash pump with speed adjustment 6X6	per Month	\$7,800
High Volume Diesel Powered suction lift trash pump with speed adjustment 8X8	per Month	\$10,205
High Volume Diesel Powered suction lift trash pump with speed adjustment 12X12	per Month	\$15,800
Composite Quick Connect Suction Hose, 8 ft length, 20psi 4 inch	per Month	\$135.00
Composite Quick Connect Suction Hose, 8 ft length, 20psi 6 inch	per Month	\$175.00
Composite Quick Connect Suction Hose, 8 ft length, 20psi 8 inch	per Month	\$225.00
Composite Quick Connect Suction Hose, 8 ft length, 20psi 12 inch	per Month	\$375.00
Quick Connect Discharge Hose, 50 ft length, 50psi 4 inch	per Month	\$135.00
Quick Connect Discharge Hose, 50 ft length, 50psi 6 inch	per Month	\$195.00
Quick Connect Discharge Hose, 50 ft length, 50psi 8 inch	per Month	\$325.00
Quick Connect Rigid Piping, 10 ft length, 175psi, 4 inch	per Month	\$130.00
Quick Connect Rigid Piping, 10 ft length, 175psi, 6 inch	per Month	\$150.00
Quick Connect Rigid Piping, 10 ft length, 175psi, 8 inch	per Month	\$175.00
Quick Connect Rigid Piping, 10 ft length, 175psi, 12 inch	per Month	\$195.00
Roll off Emergency Waste Water Storage Tanks	per Month	Cost + 15%

For above highlighted line items, fuel will be a pass through cost with no markup.

EXHIBIT C
Insurance Requirements

CONTRACTOR shall obtain, pay for and keep in force, at its own expense, minimum insurance requirements effective in all localities where **CONTRACTOR** may perform the work hereunder, with such carriers as shall be acceptable to Council:

- A) Statutory Workman's Compensation covering all state and local requirements and Employer's Liability Insurance covering all persons employed by **CONTRACTOR** in connection with this Agreement.

The limits for "A" above shall be not less than:

1. Employer's liability limits of \$1,000,000/\$1,000,000/\$1,000,000.
2. Some Agreements may require USL&H or maritime coverage. This should be verified with Insurance Department/Legal Department.
3. WAIVER OF SUBROGATION in favor of St. John the Baptist Parish Council should be indicated on certificate.
4. No excluded classes of personnel or employees shall be allowed on Council's premises.

- B) Commercial General Liability, including:

1. Contractual liability assumed by this agreement.
2. **PARISH's** and **CONTRACTOR's** Protective Liability (if **CONTRACTOR** is a General **CONTRACTOR**).
3. Personal and advertising liability.
4. Completed operations.
5. Medical Payments.

The limits for "B" above shall not be less than:

1. \$1,000,000 each occurrence limit.
2. \$2,000,000 general aggregate limits other than products – completed operations.
3. \$1,000,000 personal and advertising injury limit.
4. \$1,000,000 products/completed operations aggregate limit.
5. \$50,000 fire damage limit.
6. \$5,000 medical expense limit (desirable but not mandatory).
7. \$1,000,000 CSL each occurrence WITH NO annual aggregate will be acceptable in lieu of 1+2 above. Must include BFCGL endorsement.
8. St. John the Baptist Parish Council will be NAMED as additional insured and WAIVER OF SUBROGATION in favor of St. John the Baptist Parish Council should be indicated on certificate.
9. Some Agreements may require Protection and Indemnity coverage. This should be verified with Insurance Department /Legal Department.

- C) Comprehensive Automobile Liability covering all owned, hired and other non-owned vehicles of the **CONTRACTOR**.

The limits for "C" above shall not be less than:

1. \$1,000,000 CSL
2. St. John the Baptist Parish Council will be NAMED as additional insured and WAIVER OF SUBROGATION in favor of St. John the Baptist Parish Council should be included on certificate.

- D) Professional Liability with a minimum limit of \$1,000,000.

All required insurance certificates shall be submitted to the Director of Purchasing & Procurement within ten (10) days of provisional award. Failure to provide the insurance certificates within the time frame specified by the **PARISH** shall be cause for the submittal to be rejected as non-responsive. **CONTRACTOR** shall maintain insurance in full force and effect during the entire period of performance under Agreement. Failure to do so shall be cause for termination of the Agreement. All policies must have a thirty (30) day non-cancellation clause giving the **PARISH** thirty (30) days prior written notice in the event a policy is changed or canceled.

LICENSE REQUIREMENTS

When applicable, a current St. John the Baptist Parish Occupational License is to be maintained during the duration of this Agreement. Yearly, a copy of such license shall be provided to the Director of Purchasing.

When applicable, a current Louisiana State **CONTRACTOR's** License should be furnished. W-9 Form is to be furnished prior to work being issued.

State of Louisiana

State Licensing Board for Contractors

This is to Certify that:

CROWDERGULF LLC
5435 Business Parkway
Theodore, AL 36526

is duly licensed and entitled to practice the following classifications

BUILDING CONSTRUCTION; HEAVY CONSTRUCTION



Witness our hand and seal of the Board dated,
Baton Rouge, LA 13th day of September 2018

Willis M. Jones
Director

Lee Mallett
Chairman

Expiration Date: September 12, 2021

License No: 57190

This License Is Not Transferrable

André D. Dumas
Treasurer

ST. JOHN THE BAPTIST PARISH COUNCIL
STATE OF LOUISIANA

RESOLUTION
R21-72

Councilman Madere proposed and Councilwoman Houston seconded the following resolution:

THE ST. JOHN THE BAPTIST PARISH COUNCIL HEREBY RESOLVES:

**A RESOLUTION AUTHORIZING ST. JOHN THE BAPTIST PARISH TO
AWARD THE EMERGENCY RESPONSE, MANAGEMENT AND
RECOVERY SERVICES TO CROWDERGULF, LLC**

WHEREAS, Article IV, Section H (2) and (5) of the St. John the Baptist Parish Home Rule Charter permits the Parish Council to adopt a resolution when authorizing a designated person(s) to execute a previously approved contract on its behalf and/or to perform a ministerial act related to the administrative business of the Parish; and

WHEREAS, CrowderGulf, LLC of Mobile, AL ranked first out of four (4) proposals received, reviewed, and scored by the Source Selection Committee; and

WHEREAS, CrowderGulf, LLC will provide expedient removal of storm debris within the Parish and Recovery Technical Assistance; and

WHEREAS, services are activated in the event of a natural or man-made disaster when a Notice to Proceed (NTP) is issued by St. John the Baptist Parish; and

WHEREAS, services will be funded through the Public Works Department with anticipated FEMA reimbursement.

NOW, THEREFORE, BE IT RESOLVED, by the St. John the Baptist Parish Council, that Parish President Jaclyn Hotard is hereby duly authorized and empowered on behalf of the St. John the Baptist Parish Council to sign and execute the Professional Services Agreement between St. John the Baptist Parish and CrowderGulf, LLC.

This resolution having been submitted to a vote; the vote thereon was as follows:


YEAS: Madere, Beemel, Torres, Houston, Malik, Duhe-Griffin, Arcuri, Schnyder


NAYS: None

ABSTAIN: None

ABSENT: Wright

And, the resolution was declared adopted on this, the 25th day of May 2021.

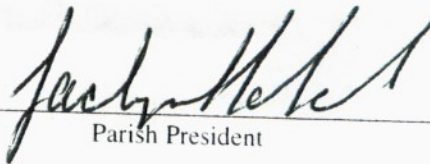


Council Chairman


Secretary

Approved: _____ X _____

Veto: _____


Parish President

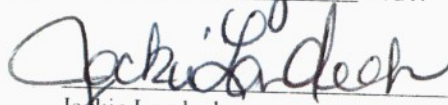
* * * * *

CERTIFICATE

I, Jackie Landeche, Secretary of the Council of the Parish of St. John, State of Louisiana, hereby certify that the foregoing is a true and correct copy of a resolution adopted by the St. John Parish Council in regular meeting held on the 25th day of May 2021.

Signed at Laplace, Louisiana this 25 day of May 2021.




Jackie Landeche
Secretary



Disaster Recovery & Debris Management

Contact Information

DISASTER ADMINISTRATION OFFICE (DAO)
5629 COMMERCE BOULEVARD EAST
MOBILE, ALABAMA 36619
24 Hours / 7 Days a Week
800-992-6207 Phone
251-459-7433 Fax

**In the event of activation please contact the Disaster
Administration Office (DAO) first 800-992-6207
Please ask for Ashley Ramsay-Naile.**

Official Notices should be sent to
DAO address, DAO fax or jramsay@crowdergulf.com

Ashley Ramsay-Naile
President
646-872-1548 Cell
jramsay@crowdergulf.com

Buddy Young
Regional Director
940-597-4252 Cell
byoung@crowdergulf.com

Brian Smallwood
Regional Manager
251-581-5789 Cell
bsmallwood@crowdergulf.com